



SAFETY Network

July 2012

www.michigan.gov/ohsp

Nearly 400 teens earn hands-on driving experience with professional drivers through S4SD program

The first year of a driving initiative aimed at reducing serious traffic crashes, injuries, and fatalities among teen drivers, Strive For A Safer Drive (S4SD), wrapped up in May with two days of hands-on driving events at the Ford Proving Grounds in Romeo. Nearly 400 teens had the opportunity to get behind the wheel of a car with a professional driver providing advanced instruction. Edsel Ford, Greenville, Lahser, Lake Orion, Lamphere, Plymouth, Southgate Anderson, Swartz Creek, and Vandercook Lake high schools were able to send students to the events.

The student-led teams from Plymouth High School and Vandercook Lake High School received first place awards for their efforts to educate the students at their schools about safe driving. Edsel Ford,



Greenville, Lamphere, and Swartz Creek high schools were also recognized.

S4SD provides funding and resources to help teens talk to teens about safe driving in the hopes of reducing serious traffic crashes, injuries, and fatalities among Michigan's most inexperienced drivers. S4SD sponsors are AAA Michigan, Ford Driving Skills for Life, and the Michigan Office of Highway Safety Planning.

The S4SD program will expand to allow for 50 participating schools during the 2013 school-year. Nearly all the schools that participated in 2012 school year agreed to participate again in addition to several schools in their communities.

Applications for the 2013 school year and examples from the winning schools' campaigns are available at www.michigan.gov/s4sd.

Two opportunities offered for free traffic enforcement training

The Michigan Office of Highway Safety Planning (OHSP) is hosting two, free traffic enforcement training sessions this fall. The 2012 Michigan Traffic Enforcement Training Conference is being offered September 10-12 at the Lexington Lansing Hotel in

Lansing and September 17-19 at Northern Michigan University in Marquette.

The three-day conferences are for law enforcement professionals who have a specific interest in traffic enforcement as a specialty field. Road patrol officers will

learn about current traffic safety issues and increase their skills on how to better use traffic enforcement as a means to reduce traffic deaths, injuries, and crime.

Attendance is limited to two officers per law enforcement agency on a first-come, first-served basis. Officers must choose between the Lansing and Marquette locations. Preference will be awarded to officers based on proximity to the conference location.

Registration instructions are posted on the OHSP Web site at www.michigan.gov/ohsp.





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Michigan promoting federal hand-held cell phone use ban for commercial motor vehicle drivers

New restrictions that prohibit interstate truck and bus drivers from using hand-held cell phones while operating their vehicles went into effect in January.

The joint rule from the Federal Motor Carrier Safety Administration (FMCSA) and the Pipeline and Hazardous Materials Safety Administration prohibits commercial motor vehicle drivers from using a hand-held mobile devices while operating a commercial truck or bus. Drivers who violate the restriction face federal civil penalties, including fines, and disqualification from operating a commercial motor vehicle for multiple offenses. Additionally, states have the option of suspending a driver's commercial driver's license (CDL) after two or more serious traffic violations. Commercial truck and



bus companies that allow their drivers to use hand-held mobile phones while driving are also subject to fines and penalties.

To help promote awareness of the ban, the Michigan Office of Highway Safety Planning is working with the Michigan State Police Commercial Vehicle Enforcement Division to develop an informational campaign for law enforcement officers and CDL holders. The *No Call. No Text. No Ticket.* campaign will include informational flyers for law enforcement

officers and CDL holders, posters to hang in windows at weigh stations, and roadside banners for posting outside weigh stations.

While driver distraction studies have produced mixed results, FMCSA research shows that using a hand-held cell phone while driving requires a commercial driver to take several risky steps beyond what is required for using a hands-free mobile phone, including searching and reaching for the phone. Commercial drivers reaching for an object, such as a cell phone, are three times more likely to be involved in a crash or other safety-critical event. Dialing a hand-held cell phone makes it six times more likely that commercial drivers will be involved in a crash or other safety-critical event.

Wang receives NHTSA public service award



Dr. Stewart Wang, director of the International Center for Automotive Medicine (ICAM) at the University of Michigan Health System, was recently awarded the National Highway Traffic Safety Administration's (NHTSA) Award for Public Service. Each year NHTSA recognizes safety leaders from around the country

for making outstanding contributions to improving highway safety.

Dr. Wang was honored for fostering automotive innovations to make cars safer.

ICAM seeks to foster relationships and research between medical specialties and engineering efforts that translate into new technologies, medical treatments, education, and public policies that prevent traffic injuries and improve care. ICAM uses medical images from crash victims to illustrate

how people are injured in crashes. These real-world examples are then shared with automakers to help build better, safer vehicles.

Dr. Wang is an Endowed Professor of Surgery in the University of Michigan Health System. He is the Director of the University of Michigan Program for Injury Research and Education as well as Director of Research for Acute Care Surgery.

What's Ahead

AUGUST

- 5-11 **National Stop on Red Week**
<http://safety.fhwa.dot.gov/intersection/redlight/outreach/>
- 17-9/3 **Drive Sober or Get Pulled Over. national crackdown**
www.stopimpaireddriving.com

SEPTEMBER

- Alcohol Recovery Month**
www.recoverymonth.gov
- 16-22 **Child Passenger Safety Week**
www.nhtsa.gov
- 22 **Seat Check Saturday**
www.nhtsa.gov

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The significance of the Drug Recognition Expert Program in Michigan

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



Impaired driving has long been identified as a significant traffic safety and public health concern throughout the United States.

During the past several years, the National Highway Traffic Safety Administration (NHTSA) and the Michigan Office of Highway Safety Planning (OHSP) have aggressively responded with a broad range of research, enforcement, data collection, and support.

Many of you may or may not be familiar with Michigan's Drug Recognition Expert (DRE) Program.

Just as little background, a Drug Recognition Expert (DRE) is a police officer trained to recognize impairment in drivers under the influence of drugs other than, or in addition to, alcohol. The International Association of Chiefs of Police (IACP) coordinates the International Drug Evaluation and Classification (DEC) Program with support from NHTSA.

On March 12, 2012, 14 law enforcement officers successfully completed Michigan's second DRE school, for a total of 33 certified DREs in the state. Five prosecutors also attended the school, bringing the total number of DRE-trained prosecutors in the state to nine.

The DRE protocol is a standardized and systematic method of examining a Driving Under the Influence of Drugs (DUID) suspect to determine the following: (1) whether or not the suspect is impaired; if so, (2) whether the impairment relates to drugs or a medical condition; and if drugs, (3) what category or combination of categories of drugs are the likely cause of the impairment. The process is systematic because it is based on a complete set of observable signs and symptoms known to be reliable indicators of drug impairment.

A DRE never reaches a conclusion based on any one element of the evaluation, but instead on the totality of facts that emerge.

The DRE evaluation is standardized because it is conducted the same way by every drug recognition expert for every suspect whenever possible. Standardization is important because it makes the officers better observers, helps to avoid errors, and promotes professionalism. The DREs utilize a 12-step process to assess their suspects.

The DRE comes into a case at the request of the arresting officer. During a typical scenario, an officer initiates a traffic stop and subsequently conducts an Operating While Intoxicated (OWI) investigation. The officer makes a determination that the driver is impaired, however, there is either no evidence of alcohol consumption or a subsequent breath test result is not consistent with the level of impairment. At this point, the officer would request a DRE evaluation.

The job of the DRE at this point is to follow a 12-step systematic and standardized process. This 12-step process is utilized by all DREs and conducted in the same order on all suspects. It begins with a breath alcohol test and an interview of the arresting officer regarding his or her on-scene observations and concludes with obtaining a sample of the defendant's blood for toxicology in order to make three determinations.

First, the individual's impairment is not consistent with their blood alcohol content; second, the impairment is attributable to drugs and is not the result of a medical condition; third, identify the category or categories of drugs causing the impairment. It is important to note that the DRE will not identify the particular drug causing the effect as any number of drugs within a category could be responsible.

The DRE uses a drug classification system based on the premise that that each drug within a category produces similar signs and symptoms. It is a pattern of effects rather than a specific effect that is unique to the category.

The primary drugs of abuse have been placed into seven categories:

- >> Central Nervous System (CNS) Depressants (alcohol, barbiturates, GHB, anti-anxiety tranquilizers such as Valium, Xanax, Prozac)
- >> CNS Stimulants (cocaine, crack, amphetamines, meth)
- >> Hallucinogens (LSD, peyote, Ecstasy)
- >> Dissociative Anesthetics (PCP)
- >> Narcotics Analgesics (opium, codeine, heroin, demerol, morphine, methadone, Vicodin, OxyContin)
- >> Inhalants (rubber cement, glue, paint thinner)
- >> Cannabis (THC, Dronabinol)

The reality is that without proper training and adequate resources available to the law enforcement officers patrolling the roadways, convicting the drug-impaired driver is infinitely more difficult than convicting the alcohol-impaired driver.

The presence of DREs in Michigan will be felt from the highway to the courtroom.

Lastly, preparations are underway for the next DRE school, planned for January 29-February 2, 2013. The school will be held at the Michigan State Police Training Academy with field certification training conducted February 25-March 1, 2013, in Phoenix, Arizona. Announcements for the school will go out in August and applications for the school will be accepted through October.

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

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USDOT Blueprint for Ending Distracted Driving

U.S. Transportation Secretary Ray LaHood recently released a Blueprint for Ending Distracted Driving that offers a comprehensive strategy to address the practice of using hand-held cell phones behind the wheel. The plan outlines steps that can be taken to reduce the risk posed by distracted driving.

The Blueprint for Ending Distracted Driving:

- >> Encourages the remaining 11 states without distracted driving laws to enact and enforce legislation
- >> Challenges the auto industry to adopt new and future guidelines for technology to reduce the potential for distraction on devices built or brought into vehicles
- >> Partners with driver education professionals to incorporate new curriculum materials to educate novice drivers of driver distraction and its consequences (Data from the National Highway Traffic Safety Administration show drivers under the age of 25 are two to three times more likely than older drivers to send text messages or emails while driving.)
- >> Provides stakeholders with actions they can take that go beyond personal responsibility to help end distracted driving nationwide

Secretary LaHood also announced \$2.4 million in federal support for California

and Delaware that will expand the department's "Phone in One Hand, Ticket in the Other" pilot enforcement campaign to reduce distracted driving.

The U.S. Department of Transportation is providing those states with funding for pilot programs that will examine whether increased police enforcement coupled with paid media and news media coverage can significantly reduce distracted driving over a widespread area. The California program will take place in the Sacramento valley region comprising eight counties and 3.8 million residents, while the Delaware program will be conducted statewide. Both projects are expected to be under way in fall 2012.

These two projects mirror the approach used in smaller-scale demonstration projects completed in 2011 in Hartford, Connecticut and Syracuse, New York. These projects found dramatic declines in distracted driving, with texting dropping 72 percent in Hartford and 32 percent in Syracuse.

In 2010, at least 3,092 people were killed in distraction-affected crashes, accounting for approximately one in every 10 fatalities on the nation's roadways. Nationwide, 39 states, the District of Columbia, the Virgin Islands, and Guam ban texting behind the wheel. Ten states, the District of Columbia, the Virgin Islands, and Guam prohibit all hand-held cell phone use while driving.

Drunk driving crackdown planned over Labor Day

A statewide drunk driving crackdown is planned over the Labor Day holiday period, August 16–September 3.

Nearly 160 law enforcement agencies in 26 counties will be conducting stepped-up drunk driving patrols to help prevent traffic deaths and injuries. The efforts are paid for with federal funds earmarked for traffic safety enforcement and administered by the Michigan Office of Highway Safety Planning.

Over the Labor Day 2011 holiday period, 12 people died, with four of those deaths involving alcohol.

A similar effort was conducted July 1–8 to combat impaired driving over the July Fourth holiday period. Preliminary reports from the Michigan State Police Criminal Justice Information Center indicate there were two traffic fatalities during the July Fourth holiday period, neither of which involved alcohol.

Teachout joins OHSP as motorcycle safety program coordinator



The Michigan Office of Highway Safety Planning (OHSP) recently welcomed Chad Teachout as its new motorcycle safety program coordinator.

Prior to coming to OHSP, Teachout worked for the Michigan Department of Transportation (MDOT) in the Construction and Technology Lab as a materials control analyst. He started working for MDOT in 1990 through a co-op program offered through Lansing Community College (LCC) before being hired as a full-time employee in 1996 as a drafting technician in MDOT's Real Estate Division.

Teachout holds an associate's degree in civil technology/engineering from LCC and a bachelor's degree in computer information systems from Davenport University.

An avid motorcycle and ATV rider for the past 25 years, Teachout had his first street-legal moped and driver's certificate at age 14. Throughout his life, he has owned three street bikes and has raced ATVs for the last 20 years. He rides by the motto, "No matter what you ride, first ride safe and second have fun."

Community involvement is also very important to Teachout. A resident of Portland, he has volunteered his time with Cub Scouts, the Portland Civic Players, VFW Post 4090, and Portland Habitat for Humanity where he has overseen the construction of three homes.

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GRCC program uses grant funding to offer ARC training, purchase new motorcycles



The Grand Rapids Community College (GRCC) Motorcycle Safety Training Program utilized grant funding from the Michigan Office of Highway Safety Planning to train 12 RiderCoaches to teach the Motorcycle Safety Foundation's Advanced RiderCourse (ARC) and purchase 20 new motorcycles for its motorcycle safety training program.

The West Michigan program is offering the ARC to train riders in the concepts of risk awareness, risk offset, and risk acceptance, as well as improving rider skills in cornering, braking, swerving, perception, intersection concepts, and traction management. The ARC introduces these advanced riding concepts, adapted from

the race track and applied to street riding, and allows participants to practice these skills in a controlled environment.

"I feel that by having this offering we will serve our riders with new and exciting curriculum concepts and create a 'buzz' about more advanced skills," said Steven Lick, program manager/RiderCoach, GRCC Motorcycle Safety Training Program.

Lick is also excited about the addition of new training motorcycles and that half the program's machines are now less than four years old. Although the GRCC program had more than 50 motorcycles in its training fleet, 27 of the machines were more than 25 years old, with 15 bikes in nonoperational condition. With the additional funding, motorcycles more than 20 years old were replaced with new Suzuki TU250w models.

Michigan State Police receives USDOT truck safety awards

The Michigan State Police (MSP) received two U.S. Department of Transportation (USDOT) Federal Motor Carrier Safety Administration (FMCSA) Leadership Awards at the National FMCSA Leadership Conference in April.

This is the fifth time in six years that the MSP has been recognized for its commercial vehicle enforcement initiatives.

The MSP Commercial Vehicle Enforcement Division (CVED) received the 2012 Leadership Award in recognition of the state's exceptionally low commercial vehicle fatality rate. From 2008 through 2010, Michigan had a truck-involved fatality rate of less than 0.10 per 100 million vehicle miles traveled. That is the lowest rate in the Midwest and one of the lowest in the nation. The national average for the same time period was 0.18 per 100 million total vehicle miles traveled.

The MSP Criminal Justice Information Center (CJIC) also received the 2012 Leadership Award for data quality. This award recognizes the reporting of timely, accurate, and complete commercial motor vehicle crash and inspection data to FMCSA during Fiscal Year 2011.

Insp. Randy L. Coplin, assistant division commander of the MSP CVED, attributes the state's success to a commitment to traffic safety by motor carrier officers assigned to CVED, as well as traffic safety partners including the Michigan Department of Transportation, Michigan Center for Truck Safety, Michigan Office of Highway Safety Planning, and CJIC, which ensure crash reports are processed in a timely and accurate manner.



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Survey, focus groups help update state's Strategic Highway Safety Plan

Wayne State University (WSU) has begun the process of updating Michigan's Strategic Highway Safety Plan (SHSP). In order to collect information from a broad range of traffic safety experts, participants of the 2012 Michigan Traffic Safety Summit were asked to complete a survey. The survey results have helped guide the update of the SHSP with a focus on the most critical traffic safety issues.

Survey respondents, along with additional statewide traffic safety experts, were offered opportunities to participate in regional focus groups held in Marquette, Gaylord, Dearborn, Grand Rapids, and Lansing in May and June.

WSU is compiling information obtained from the groups, which will help to establish goals and identify emphasis areas for the 2012 SHSP. The SHSP will be completed by September 30, 2012.

Former legislator, proponent of drunk driving laws, and author of Crime Victim's Rights Act dies



William Van Regenmorter, a well-known Michigan lawmaker and author of the Crime Victim's Rights Act, died last month at age 73.

Van Regenmorter retired in 2006 after 24 years in the Michigan Legislature. He spent much of that time serving as chair of the Senate and House judiciary committees. He also played a leadership role in the passage of numerous drunk driving laws.

Prior to Crime Victim's Right's Act, there was no comprehensive system for protection, restitution, or notification of victims. Today, each county must have a victim coordinator or victim's advocate to assist people affected by crimes through the court process and make them aware of their rights.

Van Regenmorter explained his interest in victims' rights as part of a project for the University of Akron's "An Oral History of the Crime Victim Assistance Field."

According to a transcript, Van Regenmorter said he was "impacted by... two widows, both of whose husbands had been killed in a drunk driving crash...the two wives simply wanted to attend the trial... And when they called the judge, the judge told them that this was none of their business, that a... criminal matter in Michigan is represented by the prosecut-

ing attorney who represents the State of Michigan and the defendant and that the victims have no place there.

"So they called the prosecutor and the prosecutor, though a little more politely, said the same basic thing. And they . . . approached me with their experience and I thought this is absolutely inappropriate way to treat somebody who's been so victimized by a crime. And so I made a pledge that I would start writing a Bill of Rights for crime victims in Michigan."

Van Regenmorter also founded the Crime Victim Foundation which provides a last-resort safety net to assist victims in Michigan who lack insurance or do not qualify for compensation.

He was the recipient of four national awards including National Legislator of the Year by the National Victim Center and the Ronald Wilson Reagan Public Policy award by the U.S. Department of Justice. He was named Michigan Legislator of the Year 11 times and received 80 additional awards including the Long-Term Traffic Safety Award from the Michigan State Safety Commission, now known as the Governor's Traffic Safety Advisory Commission.

More than 8,000 motorists cited for not buckling up

During a statewide effort to get motorists to buckle up, law enforcement agencies in 26 counties issued 8,050 seat belt and child seat violation tickets, nearly 1,000 fewer citations than during last year's enforcement effort.

Preliminary reports from police agencies indicate 14,761 vehicles were stopped during the May 21-June 3 *Click It or Ticket* campaign. The enforcement is part of a national effort to save lives and reduce injuries by increasing seat belt use.

In addition to seat belt violations, 95 drunk drivers were arrested during the enforcement period and 53 drug arrests were made. More than 1,000 tickets were written for uninsured motorists and 535 for suspended licenses. In Detroit a seat belt stop resulted in the arrest of a federal fugitive, while in Allegan County a driver with unbelted young children in the car fled from police on foot and was arrested under the state's high blood alcohol content law.

Ten people died in traffic crashes over the Memorial Day holiday period. Of those, two were not wearing a seat belt, three were motorcyclists, and two were riding off-road vehicles along the roadway. This is an increase from the 2011 Memorial Day holiday period when nine people were killed in traffic crashes.

Grant-funded counties participating in the *Click It or Ticket* campaign included: Allegan, Bay, Berrien, Calhoun, Chippewa, Delta, Genesee, Grand Traverse, Houghton, Ingham, Jackson, Kalamazoo, Kent, Livingston, Macomb, Marquette, Monroe, Muskegon, Oakland, Ottawa, Saginaw, St. Clair, Van Buren, Washtenaw, Wayne and Wexford counties.

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OHSP Staff:

Contact	Program Area	Phone	E-mail
Michael L. Prince	Director	(517) 241-1512	princem@michigan.gov
Janet Hengesbach	Executive Secretary	(517) 241-1512	hengesbachj2@michigan.gov
SAFETY PLANNING AND ADMINISTRATION			
Kathy Farnum	Senior Section Chief	(517) 241-2528	farnumk@michigan.gov
Linda Fech	Special Programs	(517) 241-2533	fechl@michigan.gov
Charlotte Kilvington	Analysis & Evaluation	(517) 241-2582	kilvingtonc@michigan.gov
Brenda Roys	Grants Technician	(517) 241-2575	roysb@michigan.gov
Alicia Sledge	Traffic Records	(517) 241-1505	sledgea@michigan.gov
COMMUNICATIONS			
Anne Readett	Section Chief	(517) 241-2569	readetta@michigan.gov
Jonathan Benallack	Graphic Designer	(517) 241-2571	benallackj1@michigan.gov
Melody Kindraka	Public Information	(517) 241-1522	kindrakam@michigan.gov
Lynn Sutfin	Public Information	(517) 241-1513	sutfinl@michigan.gov
FINANCIAL MANAGEMENT			
Kim Kelly	Section Chief	(517) 241-2556	kellyk3@michigan.gov
Susan Bishop	Administrative Assistant	(517) 241-2520	bishops2@michigan.gov
Julie Roth	Secondary Road Patrol	(517) 241-2572	rothj3@michigan.gov
Jean Shattuck	Accounting Technician	(517) 241-2544	shattuckj@michigan.gov
Spencer Simmons	Accountant	(517) 241-2584	simmonss6@michigan.gov
PROGRAM MANAGEMENT			
Jason Hamblen	Section Chief	(517) 241-2578	hamblenj@michigan.gov
Jamie Dolan	Northern Michigan	(906) 225-7036	dolanj@michigan.gov
Pat Eliason	Police Traffic Services	(517) 241-2498	eliasonp@michigan.gov
Michael Harris	Law Enforcement Liaison	(517) 241-2536	harrism13@michigan.gov
Alyson Kechkaylo	Occupant Protection	(517) 241-2546	kechkayloa@michigan.gov
Dianne Perukel	Alcohol/Teen Drivers	(517) 241-2565	perukeld@michigan.gov
Chad Teachout	Motorcycle	(517) 241-2579	teachoutc@michigan.gov

Safety Network is published by the
Michigan Office of Highway Safety Planning
Editor: Lynn Sutfin
Designer: Jon Benallack

Office of Highway Safety Planning
P.O. Box 30634
Lansing, MI 48909
(517) 241-2500