

# SAFETY Network

July 2013

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

## TOPIC SUGGESTIONS WANTED

### Mark your calendars; dates announced for 2014 Michigan Traffic Safety Summit

The Michigan Office of Highway Safety Planning (OHSP) is seeking topics for general sessions and workshops for the annual Michigan Traffic Safety Summit, March 25–27, 2014, at the Kellogg Hotel & Conference Center in East Lansing.

Suggested topics should:

- >> Appeal to a broad range of traffic safety professionals
- >> Not have been covered at a recent summit

>> Be relevant for this venue

A topic suggestion form is located on the OHSP Web site at [Michigan.gov/ohsp](http://Michigan.gov/ohsp). Submit the completed form to OHSP by faxing to (517) 241-2501, e-mailing to [sledgea@michigan.gov](mailto:sledgea@michigan.gov), or mailing to P.O. Box 30634, Lansing, MI 48909. Completed forms are due by September 13.

For more information, contact Alicia Sledge at [seldgea@michigan.gov](mailto:seldgea@michigan.gov) or (517) 241-1505.



### State awarded federal grant for truck safety project

The Federal Motor Carrier Safety Administration has awarded the Michigan Office of Highway Safety Planning (OHSP) a grant to conduct a Ticketing Aggressive Cars and Trucks (TACT) program. This is the first time TACT will be conducted in Michigan. Similar programs were conducted in other states including Kentucky, North Carolina, and Washington.

Despite a recent downward trend, crashes involving trucks and light-vehicles continue to be a serious traffic safety issue. According to Michigan Traffic Crash Facts, in 2006 there were 8,370 crashes involving trucks compared to 6,757 in 2010. Of those crashes, 68 percent involved a light-vehicle in 2006, and 70 percent involved a light-vehicle in 2010. In 2012, truck-involved fatalities increased 10 percent, from 73 in 2011 to 80.

The TACT program aims to reduce truck-related crashes, injuries, and fatalities by combining outreach, education, and evaluation with targeted enforcement activities. OHSP will implement a TACT program in the Grand Rapids area in fall 2013.

*Continued on page 3 >*

## Summer 2013 enforcement results



May 20-June 2

July 1-7

	May 20-June 2	July 1-7
Traffic stops	13,453	4,434
Seat belt and car seat citations	9,129	137
Uninsured motorist citations	1,060	236
Suspended license citations	440	206
Speeding tickets	225	301
Fugitives arrested	142	110
Drug arrests	35	45
Drunk driving arrests	15	131

# SAFETY Network



## Director's Corner

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

I spent the morning of Monday, July 8, 2013, going over the holiday weekend's provisional fatality information. It never gets easier. We start every holiday with the same knowledge: that there are people alive at the start of the holiday, making plans, looking forward to being with family and friends, and that they will be gone the following week.

While it is hardest on the families and friends, I am always aware of the burden on the first responders and the role they play. There is the chaos of those first moments on scene, doing what you can for the injured, and then realizing that some are beyond help. Police, fire, and emergency medical services, many of them in volunteer roles, do their job, secure the scene, prepare injured for transport, identify witnesses, and begin the painstaking process of the investigation.

The fatality report I read, compiled by the Michigan State Police Criminal Justice Information Center, consolidates the holiday roadway fatalities into a summarized spreadsheet. The report contains the crash date, the county of occurrence, whether alcohol is known to have been a factor, and whether a restraint or helmet was used. The report includes whether the victim was a driver, passenger, motorcyclist, bicyclist, or pedestrian, and their age. No names.

I always scan the age column first. As the father of three, I want to see if any children who have not even begun to live their lives have been lost. This year, two teens, ages 13 and 15, died. I am aware of at least one 11-year-old child who is in critical condition in the hospital. I read the news accounts for what happened, media interviews with investigating officers, comments from witnesses, family, and friends.

As the state highway safety office, we at OHSP try to gain a general picture of what occurred, even at this early stage, so we can discuss it in our office as a team

and how our future programming might be adjusted to make a difference. We take each fatality very personally, as we should. Our goal is zero fatalities. Nothing else is acceptable. These are someone's children, parents, brothers, sisters, grandparents, friends, and co-workers.

We pore over the details, but it rarely changes. It is the usual suspects. Driving too fast and losing control, crossing the centerline, pulling out in front of another vehicle, running a stop sign. Some drivers consumed alcohol, some failed to wear a seat belt, others were just inattentive, careless or in some cases reckless; they did not see the oncoming vehicle before they pulled out, or they didn't look at all.

I have attended two funerals this past week, neither of them traffic related. I think about the sadness and the loss for those families and then I think of the weekend's death toll. I wonder how the families and friends of the holiday weekend fatality victims are coping. I know they are still in shock and disbelief. Life will never be the same for any of them.

Driver behavior is a very difficult thing to change. And yes, many times it is about personal responsibility. People make poor choices, bad decisions, or make mistakes that get them or someone else killed. Meanwhile, we read reports, we pore over the details, and we look for any shred of information that will help us to make

*Continued on page 7 >*

## 18 die in traffic crashes over July 4th holiday weekend

Preliminary reports indicate 18 people were killed during this year's July Fourth holiday period, an increase from four deaths during 2012's July Fourth holiday period. Part of the increase can be attributed to the number of days, as the 2012 holiday period was one day while this year's July Fourth holiday time period was four days. Holiday periods are set by the National Safety Council.

Those killed included:

- >> Two bicyclists, including a hit-and-run fatal crash in Grand Traverse County that killed a 29-year-old female and a 58-year-old bicyclist riding on an unfinished bike path in Emmet County who failed to yield when the path crossed a roadway. Officials say the path was not yet open and did not have stop signs posted yet.
- >> Two pedestrians, including an 18-year-old woman in Van Buren

County walking along the centerline of the road after midnight while wearing dark clothing.

- >> Two motorcyclists and an ORV rider, including a 56-year-old motorcyclist in Mecosta County who was not wearing a helmet.
- >> 11 vehicle occupants, seven drivers and four passengers, including a 13-year-old female passenger who was ejected during a crash in Mecosta County and a 15-year-old driver with three passengers who crashed around 2 a.m. in Kalkaska County after her vehicle went off the road and hit several trees before stopping in waist deep water on the edge of a lake.

In two crashes, the vehicle occupants were not wearing seat belts and three crashes involved alcohol.



# SAFETY Network

## MSP hosts car seat checkup as part of Flint Secure Cities Initiative

As part of the Flint Secure Cities Initiative, the Michigan State Police (MSP) Community Service Troopers (CSTs) hosted a car seat checkup event on May 8. MSP Tprs. Kim Vetter and Sarah Whitman planned the event staffed entirely by MSP personnel including 10 CSTs. During the three-hour event, more than 30 car seats were checked and 22 new car seats were distributed to families in need.

Many of the car seats distributed were provided with federal funds through Michigan Office of Highway Safety Planning.



Michigan State Police Tpr. Ashley Simpson of the Alpena Post and Tpr. Rich Hall of the Tri City Post check a seat during a car seat checkup event in Flint.



Michigan State Police Tpr. Geno Basanese of the Iron Mountain Post and Tpr. Kim Vetter of the Mt. Pleasant Post work during a car seat checkup in Flint.

## MLive Media Group recognized for distracted driving series

MLive Media Group recently was honored with a first place award from the Michigan Associated Press Media Editors for best public service reporting for its "Distracted Driving: A Deadly Reality" series.

MLive Media Group includes AnnArbor.com, the Bay City Times, Flint Journal, Grand Rapids Press, Jackson



Citizen Patriot, Kalamazoo Gazette, Muskegon Chronicle, and Saginaw News. It also has reporting teams in Lansing and Detroit.

MLive also received a second place award for its "Uneasy Riders" series on motorcycling and the change in the state's helmet law.

## OHSP wins two EMMY Awards for drunk driving ad

The Michigan Office of Highway Safety Planning won two EMMY® Awards from the Michigan chapter of National Academy of Television Arts and Sciences for its drunk driving ad "Excuses." The ad won in two categories, Community/Public Service and Editor/Short Form.

The National Academy of Television Arts and Sciences is the standard-bearer

for excellence in the television broadcasting industry and the gatekeeper of the prestigious regional EMMY® Awards in Michigan. The Michigan EMMY® represents the most experienced and talented television professionals from all of Michigan's 11 television markets.

The "Excuses" ad can be seen at [YouTube.com/ohsp](http://YouTube.com/ohsp).



**Trucks** Continued from page 1 >

Law enforcement officers from the Michigan State Police (MSP) Rockford Post, MSP Commercial Vehicle Enforcement Division, Kent and Ottawa county sheriff offices, and Grand Rapids, Walker, and Wyoming police departments are scheduled to participate. Billboards, radio commercials, and a press conference are planned to help publicize the enforcement.

Researchers from the University of Michigan Transportation Research Institute will gather data throughout the project to determine what impact the enhanced enforcement and public information campaign had on driver behavior around trucks. The final report will be available in 2014.

# SAFETY Network

## The adventure of becoming a MSF RiderCoach

By Chad Teachout, Motorcycle Safety Program Coordinator, Michigan Office of Highway Safety Planning (OHSP)

A little over a year ago I joined OHSP as the motorcycle safety program coordinator. An avid motorcycle and ATV rider for the past 25 years, I had my first street-legal moped and driver's certificate at age 14. Throughout my life, I've owned four street bikes, my current ride being a Honda NC700X.

I recently had the opportunity to become a Motorcycle Safety Foundation (MSF) certified RiderCoach and found the experience to be both challenging and rewarding. I took advantage of the opportunity because I wanted to learn how I could better collaborate with Michigan's motorcycle safety partners and training programs and to better understand the perspectives of both RiderCoaches and students.

The first step to becoming a RiderCoach is finding a sponsor and submitting an application. Sponsors are generally motorcycle dealerships with a private training program or public colleges or universities that host public-sponsored motorcyclist safety training courses. My situation was a little bit different as OHSP served as my sponsor. Through National Highway Traffic Safety Administration funding, OHSP helps fund public-sponsored motorcycle safety training courses overseen by the Michigan Department of State.

Once accepted to RiderCoach Prep, students learn how to teach the Basic Rider Course (BRC) which is for new motorcyclists, riders looking to enhance their skills, or riders who want to brush up on their skills after not having ridden a motorcycle for some time.

There are generally only two RiderCoach Prep opportunities offered each year in Michigan. Each strictly follows the MSF Basic Rider Course, Coach Prep curriculum which is the most widely used and promoted safety curriculum in the United States.

The RiderCoach Prep I attended was scheduled for four weekends in a row starting April 12 with 14 students. Training lasted between 25 and 30 hours a weekend plus time to study and prepare for the following day's exercises. Peer teaching and coaching students are part of the course and active participation and attitude are keys to becoming an effective RiderCoach.



*Motorcycle Safety Foundation certified RiderCoach Chad Teachout.*

Prior to RiderCoach Prep we were required to attend a BRC with the RiderCoach trainers. This was scheduled in March, not exactly prime riding time in Michigan. This particular weekend we had to shovel snow off the motorcycle range so the students could ride. However, there's a saying that holds true for riding, "No such thing as bad weather, just bad gear." Because of the early weather our group of RiderCoach Prep students named ourselves the "Ice-cycles."

The first weekend was spent with the RiderCoach trainers assessing your familiarization with the BRC curriculum and training exercises.

The second week of class got more intense as students could be dismissed from the class if they did not pass the MSF

written exam. The suspense was intense that day and I thought for sure I was going home that night. It was like waiting to be voted off American Idol. It was a relief when all of us found out we had passed and would be moving on to the next stage of training. There was a lot of camaraderie amongst the group, and we were rooting for and helping each other any way we could.

The next weekend was spent learning to teach the classroom portion and range instruction for the BRC and then coaching an actual BRC. Students could still be sent home during these two weekends for serious safety violations or two major unsatisfactory ratings on your coaching review.

The last weekend of class was again full of suspense. This was the final test of your ability to prove you had what it takes to be a RiderCoach. We coached a Returning Rider Basic Rider Course, a course designed for riders who possess the basic skills to ride a motorcycle but who have not been riding for some time, while being observed by the RiderCoach trainers. Two unsatisfactory ratings in this final weekend and you could fail the course. The pressure was on to show you wanted to succeed in coaching students in motorcycle safety.

The Ice-cycles prevailed though with all but one student becoming a certified RiderCoach. Although the team was disappointed that we lost a good candidate to one final safety violation, safety on the range is top priority.

Overall the experience was a real eye opener and something I am glad I did. Not only will this experience help me as OHSP's motorcycle safety coordinator, but it will allow me to coach new motorcyclists to ride safely in my free time. It was a great way to network, meet some new people, and help out the riding community. I highly recommend it for those with a passion to ride and who want to see fellow motorcyclists stay safe on the roads.

# SAFETY Network

## GHSA executive director retires after 25 years of service



Longtime Governors Highway Safety Association (GHSA) executive director, Barbara Harsha, retired at the end of June after managing the association's

Washington, D.C., office since 1988.

Harsha worked successfully with Congress and federal agencies to provide states with the tools needed to save lives on the nation's highways. Under her guidance, GHSA:

- >> Successfully sought increased funding for state highway safety grant programs and championed consolidation and reform of these programs
- >> Enhanced relationships with key national organizations that represent state-level agencies such as the American Association of State Highway and Transportation Officials, the International Association of

- Chiefs of Police, the Commercial Vehicle Safety Alliance, the American Association of Motor Vehicle Administrators, and others
- >> Worked cooperatively with the National Highway Traffic Safety Administration (NHTSA) to develop performance measures for highway safety and traffic records programs, helping the states move toward a more performance-based approach in the planning and implementation of state highway safety programs
- >> Worked with NHTSA to improve the management of state highway safety systems and helped develop planning and management tools for states
- >> Helped raise the visibility of highway safety workforce development issues
- >> Developed, with NHTSA, a model guideline to improve the collection of state crash data

- >> Helped move state highway safety programs toward a more research-based approach and oversaw the development of resources for that purpose.

### CPS efforts focus on minority families in Wayne County

As part of an ongoing effort to provide education and car seats to non-English speaking families, a child passenger safety technician course was conducted in Wayne County with a focus on serving minority children and parents.

The class was hosted by Children's Hospital of Michigan through a grant from the Michigan Office of Highway Safety Planning.

The 10 students who completed the course were recruited from agencies providing services to non-English speaking families in the Detroit area. Two of the technicians trained are fluent in Spanish and two others speak Arabic. This will allow the technicians to interact with parents and caregivers without using an interpreter during car seat inspections.

In addition, events promoting vehicle and car seat safety were conducted at two elementary schools with a large number of Hispanic students in Wayne County. The parents of these students also had opportunities to learn about car seats and vehicle safety during several events held in July. Children also received booster seats as part of these events.

## What's Ahead

### AUGUST

- 1 **Traffic Incident Management Action Team meeting**, Horatio S. Earle Learning Center, 7575 Crowner Drive, Dimondale, 1:30 p.m.
- 4-10 **National Stop on Red Week**  
<http://safety.fhwa.dot.gov/intersection/redlight/outreach>
- 13 **Motorcycle Safety Action Team meeting**, General Office Building, Conference Room B, 7176 Harris Drive, Dimondale, 1 p.m.
- 16-9/2 **Drive Sober or Get Pulled Over crackdown**  
[Nhtsa.gov/stopimpaireddriving](http://Nhtsa.gov/stopimpaireddriving)
- 19 **Drivers Age 24 and Younger Action Team meeting**, Michigan State Police Headquarters, 333 South Grand Avenue, Lansing, 10 a.m.

### SEPTEMBER

#### Alcohol Recovery Month

- 11 **Commercial Motor Vehicle Action Team meeting**, Michigan Center for Truck Safety, 1131 Centennial Way, Lansing, 9 a.m.
- 12 **Senior Mobility and Safety Action Team meeting**, Horatio S. Earle Learning Center, 7575 Crowner Drive, Dimondale, 1:30 p.m.
- 15-21 **Child Passenger Safety Week**  
[Nhtsa.gov](http://Nhtsa.gov)
- 17 **Pedestrian and Bicycle Safety Action Team meeting**, Michigan State Police Headquarters, 333 South Grand Avenue, Lansing, Michigan, 9 a.m.
- 21 **Seat Check Saturday**  
[Nhtsa.gov](http://Nhtsa.gov)
- 24 **Drivers Age 24 and Younger Action Team meeting**, Michigan State Police Headquarters, 333 South Grand Avenue, Lansing, 10 a.m.

# SAFETY Network

## What Does the *People v. Koon* Michigan Supreme Court decision mean?

By now, most of you are aware of the recent Michigan Supreme Court ruling of *People v. Koon*, No. 145259, decided May 21, 2013.

In *People v. Koon*, the Supreme Court reversed the Michigan Court of Appeals and reinstated the judgment of the Grand Traverse Circuit Court, and remanded the case to the district court for further proceedings.

The Supreme Court ruled, "The immunity from prosecution provided under the Michigan Medical Marijuana Act (MMMA) to a registered patient who drives with indications of marijuana in his or her system but is not otherwise under the influence of marijuana inescapably conflicts with MCL 257.625(8), which prohibits a person from driving with any amount of marijuana in her or system. Under the MMMA, all other acts and parts of acts inconsistent with the MMMA do not apply to the medical use of marijuana. Consequently, MCL 257.625(8) does not apply to the medical use of marijuana."

Therefore the Michigan Court held that the "Court of Appeals incorrectly concluded that defendant could be convicted under MCL 257.625(8) without proof that he had acted in violation of the MMMA by operating a motor vehicle while under the influence of marijuana."

This is a huge ruling that will affect many OWI-marijuana cases statewide and a fair number of serious injury and fatal cases.

Police officers and prosecutors may want to take a few minutes and refresh themselves on what they will usually see in some combination with someone under the influence of ONLY marijuana:

**Horizontal Gaze Nystagmus (HGN):** None

**Vertical Gaze Nystagmus (VGN):** None

**Lack of Convergence (LOC):** Present (but not always)

**Pupils:** Almost always dilated (possibly normal)

### GENERAL INDICATORS

Bloodshot, watery eyes  
Relaxed inhibitions  
Body tremors  
Eyelid tremors  
Impaired perception time/distance  
Increased appetite  
Possible paranoia  
Possible panic attacks  
Divided attention impairment  
Odor of marijuana (not always)  
Debris in mouth, on tongue

**Standardized Field Sobriety Tests (SFST) Indicators**—Impairment will usually be evident on the Walk-and-Turn (WAT) and/or One Leg Stand (OLS).

**HGN:** Will not usually cause any HGN, but the person might have difficulty holding head still due to divided attention issues. VGN will not be present.

**Walk-and-Turn:** There are eight clues on this test that were studied and validated for .08 blood alcohol content (BAC). However, they are extremely useful for disclosing drug impairment as well. The eight clues are easy to remember in this way:

**"BS SO WHAT"**—In order, subjects sometimes lose their **BALANCE** during instructions. Sometimes they **START WALKING TOO SOON**. Sometimes they **Stop** while walking. Sometimes they step **Offline**. Sometimes they take the **Wrong** number of steps. Sometimes they miss touching **Heel-to-toe** by more than a half inch. Sometimes they raise their **Arms**



more than six inches from their sides for balance. And sometimes they **Turn** improperly. Additionally, general, non-studied indicators of impairment frequently manifest themselves as well, including, but not limited to: failing to count each step out loud, failing to watch feet while walking, and body tremors.

**One Leg Stand:** There are four studied, validated clues for alcohol for this test. An easy way to remember them is **"DASH."** Sometimes, subjects put their foot **Down** while balancing. Sometimes, they raise their **Arms** over six inches from their body for balance. Sometimes, they **Sway** while balancing. Sometimes they **Hop**. General indicators of impairment frequently occur as well with the OLS, including, but not limited to: not looking at the raised foot while balancing, jumbled count/no count, body tremors, and unusually fast or slow count.

Officers are reminded to legalistically enforce the WAT instructions in an orthodox way. This is how the National Highway Traffic Safety Administration (NHTSA) studied and validated them. Departure from these "rules" causes a loss of standardization and the tests may lose most, if not all, their weight in court. A skilled OWI-only attorney will highlight any deviation on cross-examination. Also, departure from the rules usually makes these tests too easy for the subject and they will not show impairment. We already know this from testing habitual drunks and other types of tolerant substance users. Cannabis is no exception.

Officers should take the time to review SFSTs and commit *Continued on page 7 >*

# SAFETY Network

## Anthony Foxx Sworn in as 17th U.S. Secretary of Transportation

Anthony Foxx was recently sworn in as the nation's 17th Secretary of Transportation. As Secretary, Foxx leads an agency with more than 55,000 employees and a \$70 billion budget that oversees air, maritime, and surface transportation.

Prior to his confirmation, Foxx served as the mayor of Charlotte, North Carolina, from 2009 to 2013. During that time, he made efficient and innovative transportation investments the centerpiece of Charlotte's job creation and economic recovery efforts. These investments included extending the LYNX light rail system, expanding Charlotte-Douglas International Airport, and starting the Charlotte Streetcar project. Prior to being elected mayor, Foxx served two terms on the Charlotte City Council as an at-large representative, where he chaired the transportation committee.

Secretary Foxx is an attorney and has spent much of his time in private practice. In addition to his work as a law clerk, he served as a trial attorney for the Civil Rights Division of the U.S. Department



Anthony Foxx is sworn in as the nation's 17th Secretary of Transportation by Judge Nathaniel Jones. Also pictured are his wife, Samara, and their two children, Hillary and Zachary.

of Justice and as staff counsel to the U.S. House of Representatives Committee on the Judiciary.

Foxx received a law degree from New York University's School of Law as a Root-Tilden Scholar, the university's prestigious public service scholarship. He also earned a bachelor's degree in history from Davidson College.

**PAAM** *Continued from page 6 >*

these tests to memory. They may also want to use the Modified Romberg and the Lack of Convergence tests as well and incorporate them in with SFST on all OWI investigations. These tests show impairment the other tests don't and are very helpful in showing marijuana impairment.

**Editor's Note:** A special thank you to Ofc. Wes Evans of the Grand Blanc Township Police Department for his insight.

*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](mailto: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.*

**Director** *Continued from page 2 >*

better, more informed decisions on programming and use of our limited resources.

We work with our local, county, and federal partners on new as well as tried and true strategies. We look for anything that will help us to implement programs/initiatives that will improve driver behavior. We look for anything that will convince more people to buckle up and to buckle up their children. We look for anything that will convince more people not to drink and drive, or to look left one more time before

pulling out, or to put down the cell phone and just concentrate on their driving.

As Michigan State University's head football coach Mark Dantonio is fond of saying, "It is a game of inches."

Sometimes it is the smallest detail that that was overlooked that makes the difference and prevents a fatality.

Zero fatalities. This is our mission. This is our purpose.

Most of all, we read the details so we will never forget that these are real people. They are not statistics or numbers to

us and never have been. There is a name and a story behind each crash. And there are the devastated family and friends left behind. And when it comes right down to it, there is no reason for any of it. None of it has to happen. The pain, the anguish, the loss of future potential, the economic cost, and the waste. It's all preventable.

Everyone agrees that nothing short of zero is acceptable. But no one person or agency can do it alone. So what are you doing to make a difference? The Labor Day holiday is just days away.



# SAFETY Network

## DREs continue training with mock trials, expert testimony

Michigan continues to grow its fledgling Drug Recognition Expert (DRE) program and ensure these experts have top-notch training to be effective in the field and in the courtroom.

Earlier this year, 16 law enforcement officers and three prosecutors completed the state's third DRE school. DREs are trained to recognize signs of impairment in drivers under the influence of drugs other than, or in addition to, alcohol and to identify the category or categories of drugs causing the impairment.

While the DRE curriculum includes hands-on training for field work, the program does not provide the same experience for courtroom testimony, a vital skill because DREs are often called to serve as an expert witness. The Michigan Office of Highway Safety Planning provided follow-up training in June on how to qualify as an expert, the types of questions expert witnesses are expected to answer, court preparation, and defense challenges.

To make the training as realistic as possible, mock trials were held in a courtroom setting at Cadillac Place in Detroit. The prosecutors participating in the training were notified in advance of their role as either a prosecutor or defense so they could prepare accordingly. Judge Patrick C. Bowler, a retired West Michigan judge and Michigan's judicial outreach liaison, presided over the mock trials.

The training began with a session on expert witness testimony by Ken Stecker, the state's traffic safety resource prosecutor. This was followed by a pre-trial conference review when DREs discussed what information was important to know with their prosecutor. The prosecutors and acting defense attorneys then developed opening statements based on this information.

The mock trial began with opening statements and the first witness was called and sworn in by the judge. Each DRE taking the stand had to testify on a different

topic based on a list of questions DREs are commonly asked. The attorneys were also encouraged to utilize their skills and experience to ask other questions if the opportunity presented itself. Each DRE testified for approximately 10 minutes and received a critique of their testimony.

The attorneys and the judge took their roles seriously which created a spirited competition between the prosecution

and defense and lead to intense questioning of the DREs. After taking the stand, one of the DREs commented that while he was under cross examination he was thinking, "Boy am I glad this is happening here and not in an actual trial."

Michigan began its DRE program in 2010 and currently has 50 DREs and 12 DRE-trained prosecutors. A fourth school is planned in January 2014.

## 2012 Drunk Driving Audit shows increases in impaired driving deaths, injuries

The 2012 Michigan Drunk Driving Audit shows increases in alcohol- and drug-related crashes, fatalities, and injuries. However, a five-year picture shows an overall decline, with alcohol involvement decreasing more rapidly than drug involvement.

Traffic deaths resulting from alcohol and/or drug-related crashes jumped 7.2 percent, from 319 in 2011 to 342 in 2012, while injuries increased from 6,086 to 6,177. Drug involvement in traffic fatalities increased 6.3 percent, from 127 deaths in 2011 to 135 in 2012, while alcohol involve-

ment deaths involving alcohol and/or drugs have fallen by 9.8 percent over the past five years. Alcohol-involved traffic deaths have decreased by 11.4 percent since 2008, while drug-involved deaths have declined by 3.6 percent.

The Drunk Driving Audit is an annual report issued by the MSP Criminal Justice Information Center and is a collaborative effort between MSP and the Michigan Department of State.

In 2012, officers made 37,182 alcohol- and drug-related driving arrests. Male drivers were nearly three times as

	Total alcohol and/or drug-involved deaths	Alcohol-involved deaths*	Drug-involved deaths*
<b>2008</b>	379	317	140
<b>2009</b>	351	299	119
<b>2010</b>	357	283	153
<b>2011</b>	319	274	127
<b>2012</b>	342	281	135

\* Some deaths involve both alcohol and drugs and are counted in both categories.

ment climbed 2.6 percent, from 274 to 281. Seventy-four deaths involved both alcohol and drugs and were counted in each category.

The increases come after dramatic drops in all categories in 2011. It should

female drivers to be arrested for impaired driving, with 27,606 men arrested compared to 9,576 women.

The 2012 Drunk Driving Audit includes county-specific information and is available at [Michigan.gov/drunkdrivingaudit](http://Michigan.gov/drunkdrivingaudit).

# SAFETY Network



## 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	hengsbachj2@michigan.gov
<b>SAFETY PLANNING AND ADMINISTRATION</b>			
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
Alicia Sledge	Traffic Records	(517) 241-1505	sledgea@michigan.gov
<b>COMMUNICATIONS</b>			
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
<b>FINANCIAL MANAGEMENT</b>			
Spencer Simmons	Section Chief	(517) 241-2584	simmonss6@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
<b>PROGRAM MANAGEMENT</b>			
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/State DRE Coordinator	(517) 241-2536	harrism13@michigan.gov
Alyson Kechkaylo	Occupant Protection	(517) 241-2546	kechkayloa@michigan.gov
Dianne Perukel	Alcohol Programs	(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