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R E P O R T



2019 Annual Evaluation Report

MICHIGAN OFFICE OF HIGHWAY SAFETY PLANNING

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Guiding Values and Principles

We strive for integrity, commitment, and excellence in our daily work, and fairness and mutual respect in our relationships with our partners.

We embrace a team-focused working environment and are committed to promoting professional growth and development.

We value our role as leaders in fostering cooperation, collaboration, and innovation with other public and private organizations at the local, state, and national levels.

We understand that a sound process of problem solving, including problem identification, strategy development, and evaluation, will result in effective outcomes.

We believe it is essential to actively seek the input of local community representatives to achieve long-term safety improvements.

We are committed to providing resources in an objective manner.

Office of Highway Safety Planning Mission

To save lives and reduce injuries on Michigan roads through leadership, innovation, facilitation, and program support in partnership with other public and private organizations.

Director's Message

On behalf of everyone at the Michigan Office of Highway Safety Planning (OHSP) I am pleased to present the Fiscal Year (FY) 2019 Annual Evaluation Report (AER).

The AER is the OHSP's official report to the National Highway Traffic Safety Administration (NHTSA) and Michigan citizens, on how federal traffic safety funding was utilized to improve traffic safety in Michigan. The projects and programs detailed in this report are part of an ongoing process toward achieving our ultimate goal of zero fatalities on Michigan roadways.

FY2019 achievements included, but were not limited to, the following:

- Safer transportation of children by providing 3,865 car seats to low-income families;
- Addressing dangerous driving behavior by funding high-visibility campaigns which included more than 28,000 hours of overtime traffic law enforcement as well as paid and earned media. These campaigns removed 750 impaired drivers from Michigan roadways;
- In partnership with Ford Driving Skills for Life, enrolling a record number of Michigan high schools (63) to participate in *Strive For a Safer Drive*, our flagship teen safe driving program;
- Producing an all-new training video on the three phases of an OWI investigation distributed to law enforcement agencies and prosecutors statewide;
- Using innovative social media messaging to reduce the number of unendorsed motorcyclists in Michigan to 26,127 in 2019;
- Training 19 new police Drug Recognition Experts (DREs) and providing 1,022 law enforcement officers with Advanced Roadside Impaired Driving Enforcement (ARIDE) training to enhance their ability to detect drug-impaired driving;
- Providing nearly 9,000 criminal justice professionals in-service training through the Traffic Safety Resource Prosecutor Program;
- Conducting advanced crash reconstruction training for law enforcement in specialized crash investigations including pedestrian/bicycle, motorcycle, and commercial vehicles;
- Providing citizens with improved access to traffic crash data and analysis through the Michigan Traffic Crash Facts website.

These projects and many others are highly dependent on the passion, commitment, and involvement of thousands of Michigan and national traffic safety practitioners and partners. Their contributions on commissions, action teams, committees, networks, and projects, help to make great strides in strengthening Michigan's traffic safety culture.

We are proud of the work accomplished with our traffic safety partners and we look forward to continued progress in FY2020.



Michael L. Prince
Director
Office of Highway Safety Planning



Michigan Core Performance Measures

From the National Fatality Analysis Reporting System (FARS) database as of November 2019.

The Fixing America's Surface Transportation (FAST) Act requires that states establish a baseline for identifying highway safety problems by analyzing FARS data. State

performance measures must include 11 outcome measures, a behavior measure for observed seat belt use, and three activity measures. The following are Michigan's core performance measures.

PMI*	Core Performance Measures and Targets	2014	2015	2016	2017	2018	2019 PROVISIONAL JAN. 1–SEPT. 30*
C-1	Traffic fatalities	901	967	1,065	1,030	974	691
C-2	Serious injuries in traffic crashes**	4,909	4,865	5,634	6,084	5,586	4,332
C-3	Fatalities per 100 million vehicle miles traveled	.93	.99	1.07	1.01	PENDING	PENDING
C-4	Unrestrained passenger vehicle occupant fatalities, all seating positions	196	190	198	193	183	145
C-5	Fatalities involving a driver or motorcycle operator with a BAC of .08+	212	266	244	311	267	123
C-6	Speed-related fatalities	235	264	245	241	245	183
C-7	Motorcyclist fatalities	112	141	152	150	143	103
C-8	Unhelmeted motorcyclist fatalities	52	57	78	69	58	47
C-9	Drivers age 20 or younger in fatal crashes	119	153	140	120	98	92
C-10	Pedestrian fatalities	148	166	163	156	142	92
C-11	Bicyclist fatalities	22	33	38	21	21	16
	Live Behavior Measure						
B-1	Seat belt use (daytime, observed)	93.3%	92.8%	94.5%	94.1%	93.4%	94.4%
	Activity Measure						
A-1	Seat belt citations***	16,496	18,843	21,099	12,482	9,469	3,725
A-2	Impaired driving arrests***	1,196	2,109	1,269	1,871	1,917	402
A-3	Speeding citations***	5,061	8,317	6,926	18,154	17,859	5,910

* Performance Measure Identifier.

** FARS data is displayed unless noted by * that indicates data is from the state database. The FARS is a separate dataset from Michigan's Traffic Crash Reporting System (TCRS).

Differences in data collection policies may result in slight differences between the two systems.

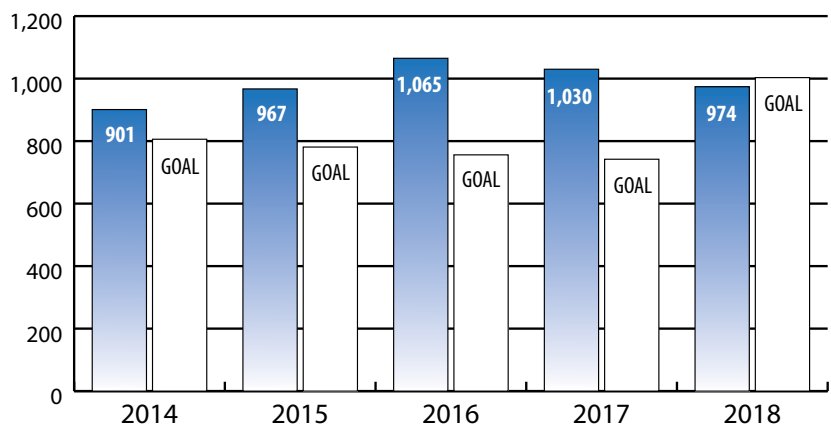
*** Citations shown resulted from grant-funded activities.

CORE PERFORMANCE MEASURES (FARS DATA)

(Numbers may differ due to ongoing updates to the FARS fatality figures)

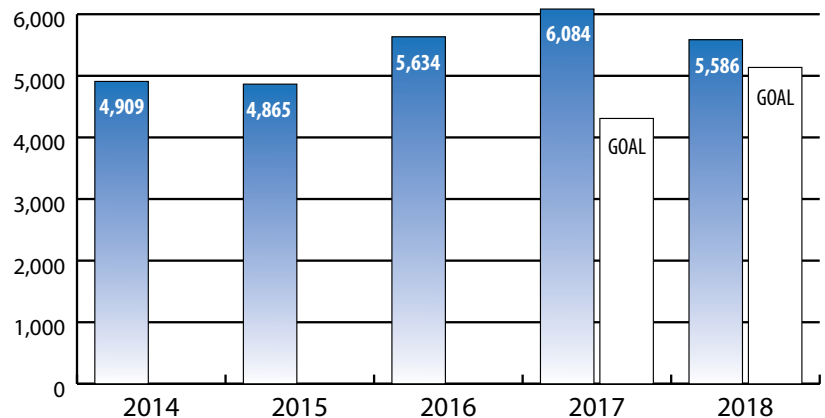
C-1 TRAFFIC FATALITIES

To prevent traffic fatalities from increasing from 963 in 2015 to 1,003.2 by December 31, 2018.



C-2 SERIOUS INJURIES

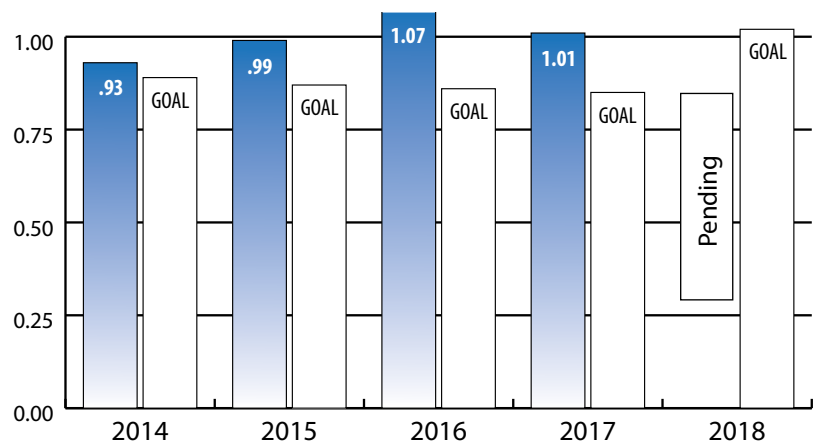
To prevent serious ("A") traffic injuries from increasing from 4,865 in 2015 to 5,136.4 by December 31, 2018.



There was no serious injury goal in 2014, 2015, and 2016.

C-3 FATALITIES PER 100 MILLION VEHICLE MILES TRAVELED

To prevent fatalities/VMT from increasing from .98 percent in 2015 to 1.02 percent by December 31, 2018.

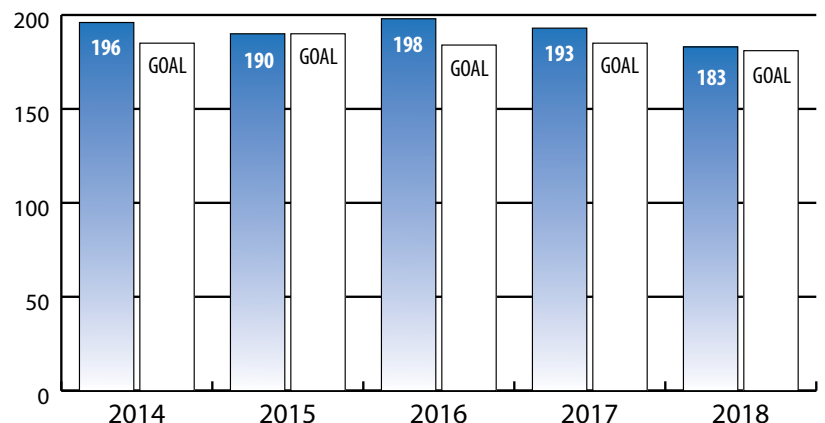


The goals above were established using a trend-line analysis and five-year moving averages based on 2012-2016 data.

C-4 UNRESTRAINED FATALITIES

To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 5 percent from the 2015 value of 190 to 181 by December 31, 2018.

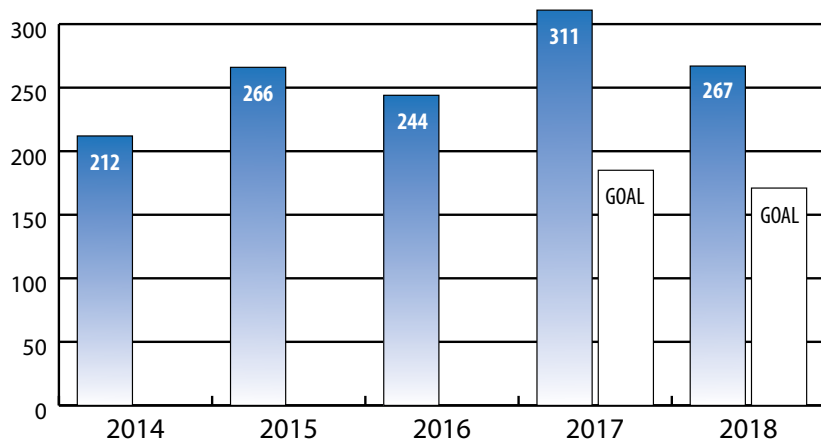
Although the goal was not met, the state is making positive progress to reduce the number of unrestrained fatalities. Efforts to increase seat belt use will continue, with not one but two statewide seat belt mobilizations planned in the upcoming fiscal year focusing on those areas with the highest numbers of unrestrained fatalities and serious injuries.



C-5 ALCOHOL-IMPAIRED FATALITIES

To decrease alcohol-impaired driving fatalities in which a driver has at least a .08 BAC 40 percent from the 2015 value of 267 to 171 by December 31, 2018.

In FY2018, OHSP supported two state-wide impaired driving crackdowns. To place greater emphasis on impaired driving enforcement, the OHSP supported four statewide drunk driving crackdowns in FY2019. Three statewide impaired driving crackdowns are planned in FY2020 as the primary means to jump-start fatality reductions in this area. In FY2020 there are two DRE schools planned, up from one DRE school a year that has been offered in the past.

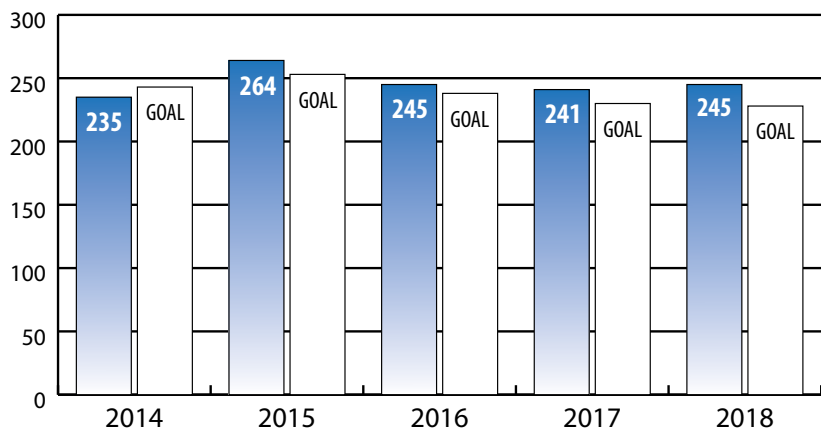


There was no alcohol-impaired fatalities goal in 2014, 2015, and 2016.

C-6 SPEED-RELATED FATALITIES

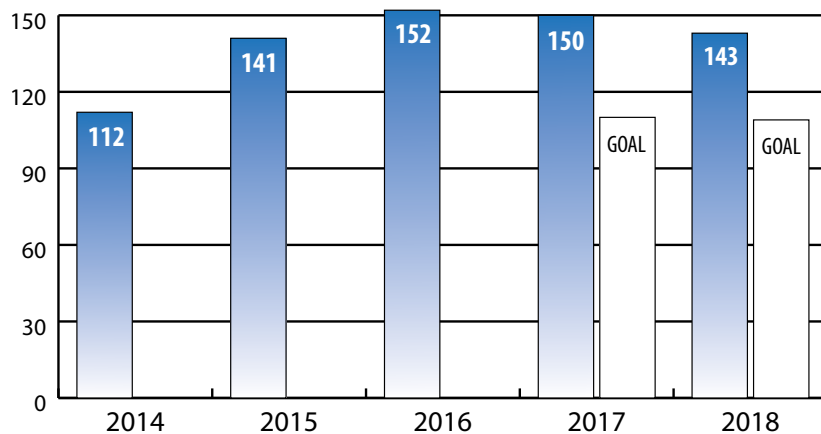
To reduce speeding-related fatalities 14 percent from the 2015 value of 264 to 228 by December 31, 2018.

Vehicle speed is addressed through OHSP's ongoing traffic enforcement mobilizations where law enforcement officers are directed to focus on dangerous moving violations while conducting either seat belt or impaired driving enforcement. The OHSP will continue to ask officers to focus enforcement activity on driver actions that are likely to result in serious or fatal injuries, including speed. In addition, the Michigan State Police (MSP) focused on speed-related driving infractions during a corridor project during FY2019 and will continue to do so in FY2020.

**C-7 MOTORCYCLIST FATALITIES**

To reduce motorcyclist fatalities 23 percent from the 2015 value of 141 to 109 by December 31, 2018.

The OHSP seeks to maximize the limited federal funding available for motorcycle safety programs by focusing on rider training, unendorsed riders, and impaired riders. Additional efforts in FY2018 and FY2019 included a new messaging campaign that sought to reduce incidences of impaired riding.

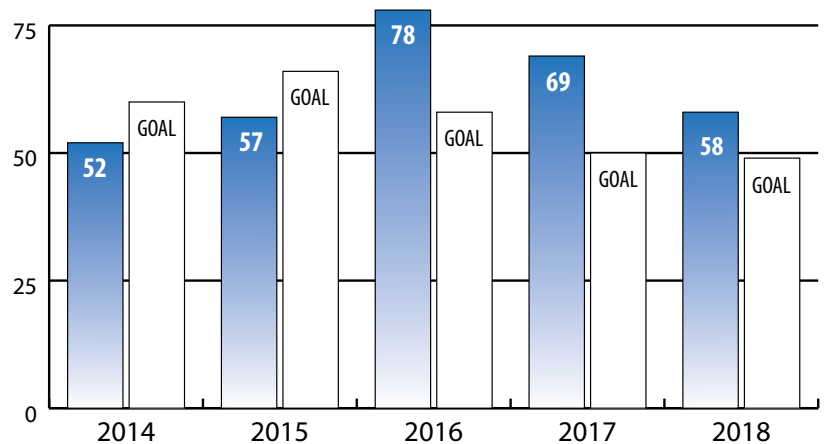


There was no motorcyclist fatalities goal in 2014, 2015, and 2016.

C-8 UNHELMETED MOTORCYCLIST FATALITIES

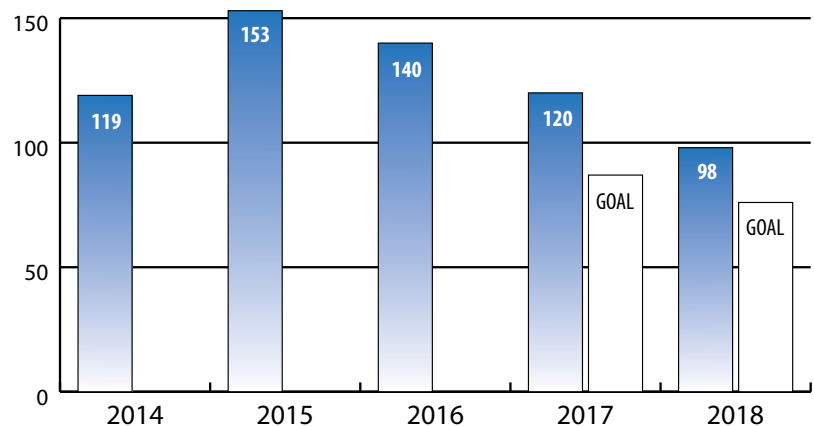
To reduce unhelmeted motorcyclist fatalities 14 percent from the 2015 value of 57 to 49 by December 31, 2018.

Although Michigan lawmakers modified the state's mandatory helmet law several years ago, all efforts to reduce motorcyclist fatalities will also impact the unhelmeted motorcyclist fatalities.

**C-9 DRIVERS AGE 20 OR YOUNGER IN FATAL CRASHES**

To reduce drivers age 20 or younger involved in fatal crashes 50 percent from the 2015 value of 153 to 76 by December 31, 2018.

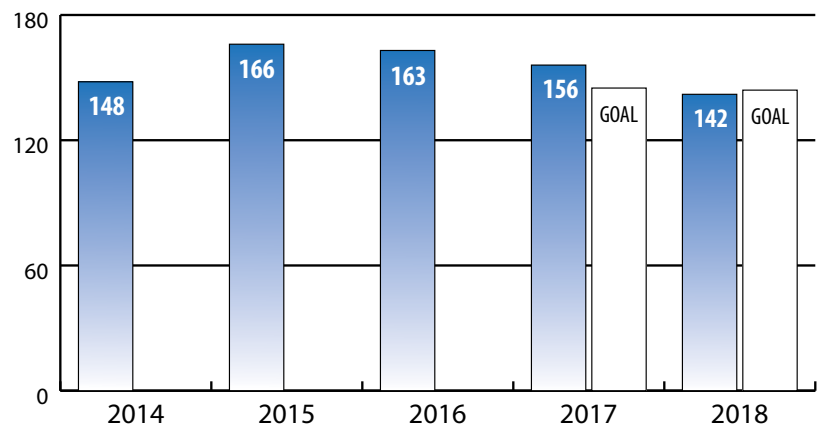
While the state did not reach the goal, the number of young drivers in fatal crashes is declining. Efforts will remain in place through peer-to-peer programs and high school-based assembly programs.



There was no drivers age 20 or younger in fatal crashes goal for 2014, 2015, and 2016.

C-10 PEDESTRIAN FATALITIES

To reduce pedestrian fatalities 13 percent from the 2015 value of 166 to 144 by December 31, 2018.

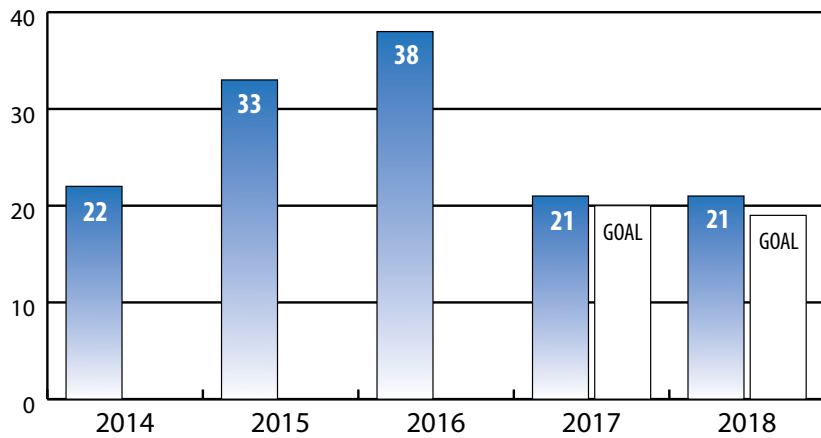


There was no pedestrian fatalities goal in 2014, 2015, and 2016.

C-11 BICYCLIST FATALITIES

To reduce bicyclist fatalities 42 percent from the 2015 value of 33 to 19 by December 31, 2018.

Several programs have been instituted in recent years to help reduce bicyclist traffic deaths, including enforcement of laws for drivers and bicyclists, law enforcement training regarding Michigan traffic laws pertaining to bicyclists, as well as the state's minimum three-foot passing law which took effect in 2019.

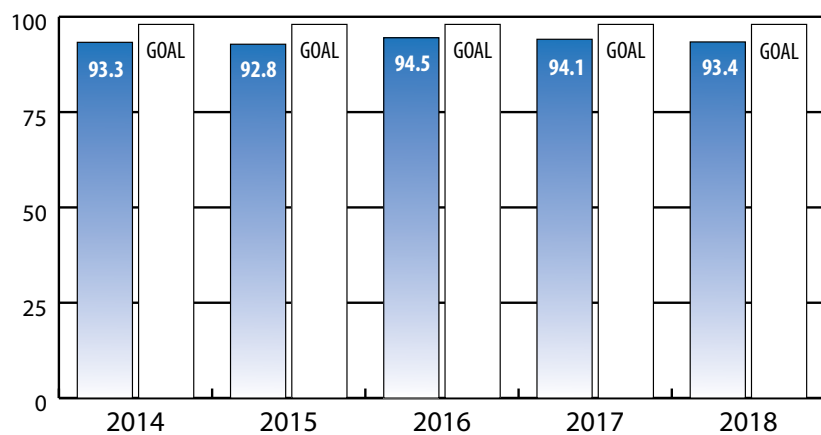


There was no bicyclist fatalities goal in 2014, 2015, and 2016.

B-1 SEAT BELT USE (DAYTIME, OBSERVED)

To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles to 98 percent through December 31, 2018.

Seat belt use remains above 90 percent and relatively unchanged over the last five years. Efforts to increase seat belt use include increasing from one to two state-wide seat belt mobilizations in FY2020. There will also be messaging that seeks to increase seat belt use among young, male pickup truck drivers.





Occupant Protection

Occupant protection in a vehicle includes seat belts, child restraints, and air bags. These are all factors that keep a vehicle occupant safe in the event of a crash, thus preventing fatalities and injuries and reducing injury severity. Every occupant should utilize the proper restraints and safety devices.

PROGRAM GOALS

- *To reduce fatalities from 1,028 in 2017 to 1,023.2 fatalities by December 31, 2019.*
- *To reduce serious injuries from 6,084 in 2017 to 5,406.8 serious injuries by December 31, 2019.*
- *To reduce the 1.07 fatalities/VMT rate in 2017 to 1.02 fatalities/VMT rate by December 31, 2019.*
- *To reduce unrestrained passenger vehicle occupant fatalities from 187 fatalities in 2017 to 184 fatalities by December 31, 2019.*
- *Increase the stateside seat belt use rate from 94.1 percent in 2017 to 98 percent by December 31, 2019.*

(Above goals are the FY2019 Michigan HSP Core Performance Goals)

CHILD PASSENGER SAFETY (CPS)

COMMUNITY CAR SEAT DISTRIBUTION AND TRAINING

Section 402 FAST Act Child Restraints

CP-19-01; 402: Awarded \$180,070; Expended: \$177,318

Section 405(b) FAST Act Occupant Protection Training+ High

CP-19-01; Awarded \$113,000; Expended \$72,090

BACKGROUND

Nearly one million Michigan children are in low-income families. State assistance does not include programs to provide affordable car seats for them. The OHSP car seat program is the largest source of car seats for low-income children.

Funding will support car seats to be provided to families in need during car seat clinics and fitting stations.

The OHSP will fund CPS certification, recertification, and continuing education courses, with a focus on targeting front-line service providers who work directly with families in need. Service providers include home visitors, health care providers, social workers, and counselors. The OHSP will support CPS technician certification and CEU training with a focus on counties with the largest number of K-ABC injuries of children 0-8 years old. These trainings will not only target geographically, but also focus on those individuals who are working directly with families in need and providing other social services.

Funding will support training, education, instructor stipends, travel costs, and equipment.

PROJECT GOALS AND RESULTS

- Reduce unrestrained fatalities in all seat positions from 187 in 2017 to no more than 184 fatalities by September 30, 2019. **Goal achieved**
- Provide at least 2,500 car seats statewide to low-income families meeting the qualifying screening requirements by September 30, 2019. **Goal achieved**
- Train at least 60 new technicians in three certification classes. **Goal achieved**
- Train at least 100 current technicians in four continuing education classes. **Goal achieved**
- Recertify 20 technicians in two renewal classes by September 30, 2019. **Goal not achieved**
- Maintain at least one trained CPS technician available for services in all 83 counties by September 30, 2019. **Goal not achieved**

The provisional number of unrestrained fatalities in all seat positions from Jan. 1, 2019, to Sept. 30, 2019, was 143.

There were 3,865 car seats provided for statewide distribution to low-income families in need. The car seats were distributed during car seat check appointments, regularly scheduled fitting station hours, or during community car seat events.

A total of 70 new Child Passenger Safety Technicians (CPSTs) were certified in five CPST certification courses in Muskegon, Kent, Kalamazoo, Genesee, and Ingham counties. Significant accomplishments from the training courses included: eight new CPSTs from low-technician (three or less) counties, four bilingual (Spanish-speaking) CPSTs, and

a CPST Instructor Candidate (IC) who became Michigan's first Spanish-speaking CPS Instructor.

Two CPST Continuing Education Unit (CEU) courses were held for 132 CPSTs. A CPST Renewal Course was not conducted in FY2019. The OHSP will look to complete the renewal course in FY2020.

Ninety-six percent of counties have a CPST available for services. Only three counties, Luce, Montmorency, and Presque Isle, do not have a certified CPST. However, CPS instructors and technicians in nearby counties provide CPS technical assistance to families in these counties.

UPPER PENINSULA (U.P.) CPS PROGRAM

Section 405(b) FAST Act Occupant Protection Community CPS + High

OP-19-01; Awarded: \$126,000; Expended: \$125,912

BACKGROUND

Due to the rural nature of the U.P., a dedicated team of CPSTs are grant funded to coordinate CPST training, parent education, and car seat distribution through the Kids Always Ride Safe (KARS) program which provides low-cost car seats to U.P. children. The "Advancing U.P. CPS Task Force" will be established to develop a self-sufficient program.

PROJECT GOALS AND RESULTS

- Reduce unrestrained fatalities in all seat positions from 187 in 2017 to no more than 184 fatalities by September 30, 2019. **Goal achieved**
- Provide car seat education and car seats to 1,200 low-income families in the U.P. by September 30, 2019. **Goal not achieved**
- Maintain at least one trained CPST available for services in all 83 counties by September 30, 2019. **Goal not achieved**

The provisional number of unrestrained fatalities in all seating positions from Jan. 1, 2019, to Sept. 30, 2019, was 143.

A total of 971 car seats were distributed during car seat check appointments, regularly scheduled fitting station hours, or during community car seat events.

The U.P. has one of the three counties without a CPS technician – Luce County. CPS instructors and technicians in nearby U.P. counties provide CPS technical assistance to families in this county.

A significant achievement of the U.P. CPS Program was a U.P. CPS recertification rate of 76 percent for FY2019 compared to the latest national recertification rate of 56.1 percent in FY2018. A strategy for one-on-one communication with each technician was introduced. This was implemented by dividing the U.P. into quadrants with each U.P. CPS staff member assigned to approximately 20 CPSTs.

MICHIGAN DEPARTMENT OF HEALTH AND HUMAN SERVICES (MDHHS) CAR SEAT TRAINING

Section 405(b) FAST Act Occupant Protection Training + High
OP-19-02; Awarded: \$80,000; Expended: \$19,237

BACKGROUND

The OHSP Occupant Protection Coordinator will oversee the MDHHS car seat training program with a team of 10 CPS trainers who are located regionally around the state. The program director leads training and handles program fiscal responsibilities.

This strategy fills a void because MDHHS staff are not trained on car seat use or properly transporting children, despite their responsibility for transporting children. This training will give MDHHS child protective service workers basic car seat knowledge and hands-on practice to safely transport children in their vehicle.

Funding will support the coordinator position, instructor stipends, training costs, equipment, and travel.

PROJECT GOALS AND RESULTS

- Reduce unrestrained fatalities in all seat positions from 187 in 2017 to no more than 184 fatalities by September 30, 2019. **Goal achieved**
- Train up to 500 MDHHS employees by September 30, 2019. **Goal achieved**

The provisional number of unrestrained fatalities in all seating positions from Jan. 1, 2019, to Sept. 30, 2019, was 143.

A total of 372 MDHHS employees in 14 Lower Peninsula counties received CPS awareness training. Three MDHHS staff members became CPSTs. The OHSP will continue to work with the MDHHS to identify additional MDHHS staff to become CPSTs and train other MDHHS staff. This would allow MDHHS to transition to a self-sufficient CPS awareness training program.

EVALUATION

SEAT BELT AND HAND-HELD DEVICE USE DIRECT OBSERVATION SURVEYS

Section 405(b) FAST Act Occupant Protection + High
OP-19-03; Awarded: \$105,000; Expended: \$104,983

BACKGROUND

The annual post-Memorial Day survey has tracked seat belt use since 1983. The survey results assist the OHSP with developing seat belt enforcement plans and identifying the focus of media campaigns to support the mobilization. This year's observation study also examined the use of hand-held devices. Michigan State University (MSU), in partnership with Wayne State University (WSU), conducted the survey. This is the second year that the survey used the

new NHTSA-approved site locations in accordance with the federal regulation.

Funding will support travel, supplies, and analysis costs.

PROJECT GOALS AND RESULTS

- Determine the 2019 seat belt use rate by September 30, 2019. **Goal achieved**
- Determine the 2019 hand-held device use rate by September 30, 2019. **Goal achieved**

The 2019 seat belt use rate is 94.4 percent. This is an increase from the 93.4 percent use rate observed from the 2018 annual direct observation survey. Males and younger occupants, specifically those in pickup trucks, continue to exhibit the lower belt use rates.

The 2019 hand-held device use rate is 7.5 percent, which represents an increase from the 7.1 percent use rate from the 2018 annual direct observation survey. The overall annual rate is representative of all front seat occupants (drivers and right-front passengers), all daytime hours (7 a.m. –7 p.m.), and all days of the week.

NHTSA OCCUPANT PROTECTION PROGRAM ASSESSMENT AND RECOMMENDATION IMPLEMENTATION

Section 405(b) FAST Act Occupant Protection (flex)
CP-19-01; Awarded: \$27,000; Expended: \$26,820

BACKGROUND

Review and evaluation of traffic safety programs is a required and critical component to determine the success of the initiatives and efforts.

Michigan last conducted an Occupant Protection (OP) Program Assessment in 2014. An updated program assessment will give guidance to continue to improve seat belt and car seat programs and reduce injuries and fatalities.

Funding will support assessment team travel, supplies, and stipends.

PROJECT GOAL AND RESULT

- Review Michigan's Occupant Protection Program initiatives in comparison to pre-established national standards and provide program improvement recommendations by September 30, 2019. **Goal achieved**

Michigan conducted an OP Program Assessment in December 2018 to provide a comprehensive review of the state's OP program through identification of program strengths, accomplishments, challenges, and recommendations for improvement.

Some of the priority recommendations included:

- Focus federal highway safety grant funding to award grants in high-risk locations and to purposefully solicit grant applications from jurisdictions that do not traditionally apply for funding.

- Amend the Michigan seat belt law so all ages and all seating positions are covered by the primary enforceable law.
- Develop a law enforcement agency survey to assess how officers use their discretion when performing seat belt enforcement activities.
- Emphasize different major program area campaigns on an alternate year basis so each may achieve higher impression counts and behavioral change rates.
- Increase the number of CPSTs who complete the recertification requirements to safeguard the investment of resources expended to certify CPSTs.
- Develop a committee, working group, or other mechanism to advise the OHSP and other traffic safety and occupant protection teams on appropriate and effective ways to reach culturally diverse, non-English-speaking, at-risk, immigrant and minority communities. The advising entity must be constituted of members of the communities to be served.
- Redefine the child restraint use survey age groups as infant, preschool, elementary school, middle/junior high school, and high school resulting in a complete birth through high school direct observation survey.

EDUCATION AND OUTREACH

BOOSTER SEAT AND SCHOOL-BASED EDUCATION PROGRAM

Section 405(b) FAST Act Occupant Protection High Public Education + High
OP-19-04; Awarded: \$19,835; Expended: \$12,631

BACKGROUND

Despite Michigan having a law for nearly a decade, requiring children to use a booster seat until age 8 or 4'9" tall, less than half of children ages 4-7 are using a booster seat, according to a 2015 CPS observation study. Kent County represents one of the top counties with the highest number of KAB injuries involving children 12 and under. KAB injuries largely increase as children get older.

A school-based booster seat and seat belt education program will continue for a second year in Kent County. The Tween: Back, Booster, Buckle program curriculum and tool-kit will be shared with other areas of the state. The program includes classroom education, student-led assessment of booster seat need, car seat inspection stations, observation studies, and distribution of booster seats to low-income students who need a seat.

PROJECT GOAL AND RESULT

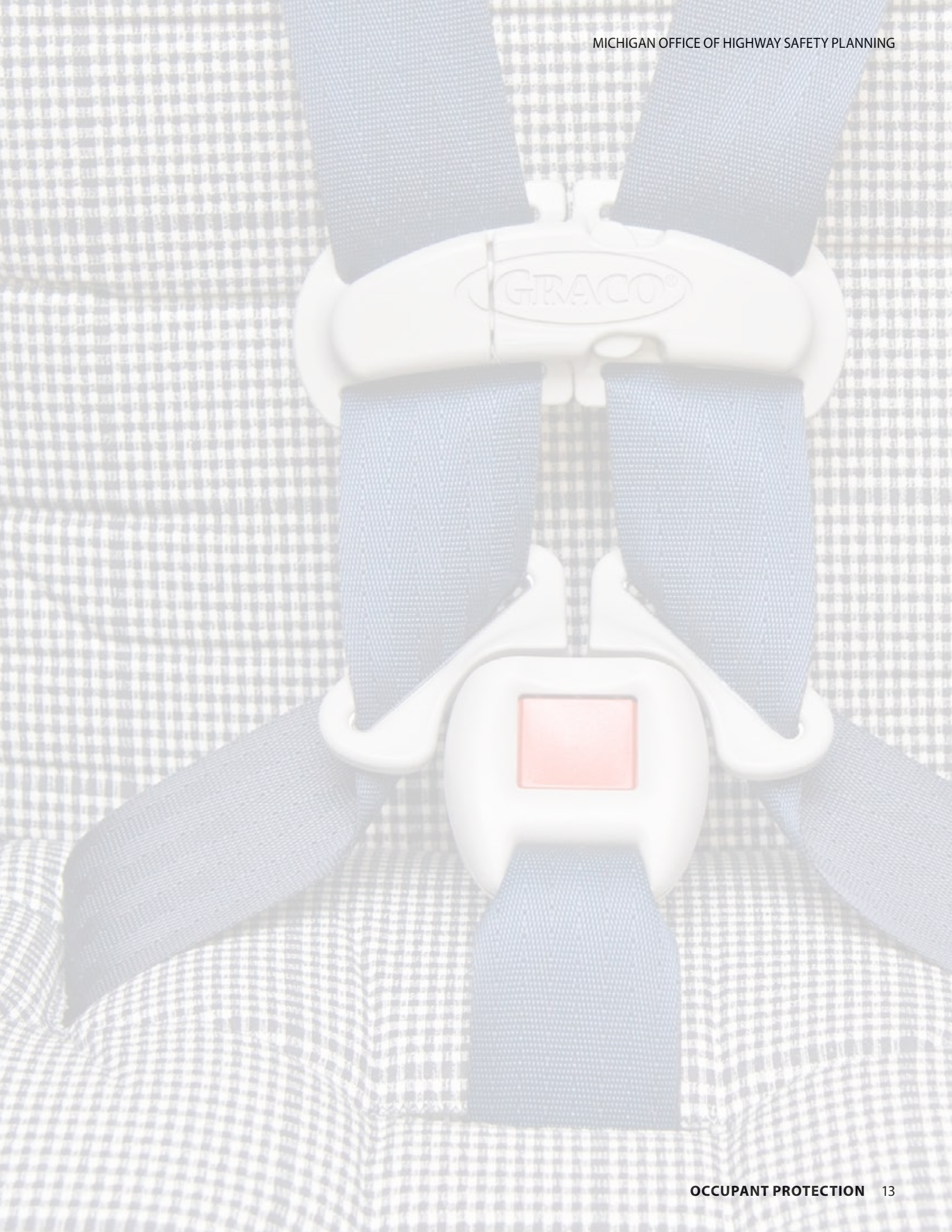
- Reduce unrestrained fatalities in all seat positions from 187 in 2017 to no more than 184 fatalities in 2019. **Goal achieved**

The provisional number of unrestrained fatalities in all seating positions from Jan. 1, 2019, to Sept. 30, 2019, was 143.

Helen DeVos Children's Hospital CPS staff coordinated the Tween: Back, Booster, Buckle program in Kent County. They conducted three presentations for 830 elementary school students and 30 parents on the importance of booster seat use. Educational information was sent home for parents, as well as including information in a school newsletter.

A booster seat event was also conducted at an elementary school in which 21 families attended. Booster seat education and materials were also provided at a community park event for approximately 700 families. Nearly 150 booster seats were distributed during school and community events.

The Tween: Back, Booster, Buckle program also developed and distributed 48 curriculum toolkits to certified CPS instructors and technicians serving 56 of Michigan's 83 counties. A train-the-trainer session was conducted for more than 120 CPS instructors and technicians as part of a CPS CEU course, as well as during a CPS instructors' meeting. The CPS partners around the state have begun using the toolkits at community health fairs and during school presentations. The OHSP will conduct a follow-up survey in FY2020 to obtain feedback from the CPS partners on the effectiveness of the toolkits.





**COPS ARE
CRACKING
DOWN**
on drunk drivers

DRUNK DRIVERS
PULLED OVER

Impaired Driving

Impaired driving crashes have remained at a steady percentage of fatal crashes since the mid-1990s in Michigan and nationwide. The OHSP seeks to decrease the number of impaired drivers on the road in part by increasing the perceived risk of arrest and conviction.

PROGRAM GOALS:

- *To reduce fatalities from 1,028 in 2017 to 1,023.2 fatalities by December 31, 2019.*
- *To reduce serious injuries from 6,084 in 2017 to 5,406.8 serious injuries by December 31, 2019.*
- *To reduce the 1.07 fatalities/VMT rate in 2017 to 1.02 fatalities/VMT rate by December 31, 2019.*
- *To reduce the number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dl or higher from 236 in 2016 to 201 by December 31, 2019.*
- *To prevent the number of impaired motorcyclist fatalities increasing from 45 in 2017 to 46 by December 31, 2019.*
- *To reduce the number of crashes involving alcohol- or drug-impaired motorcyclists from 236 in 2017 to 197 by December 31, 2019.*

(Above goals are the FY2019 Michigan HSP Core Performance Goals)

ENFORCEMENT SUPPORT

IMPAIRED DRIVING DETECTION TRAINING

Section 405(d) FAST Act Impaired Driving Low Drug and Alcohol Training

AL-19-01; Awarded: \$489,000; Expended: \$482,721

BACKGROUND

The OHSP requires Standardized Field Sobriety Testing (SFST) training for officers participating in grant-funded patrols. SFST training is essential for officers working impaired driving enforcement. The training improves the successful apprehension and prosecution rate for officers who may not have had this training during the police academy. Refresher and advanced courses are also part of the continuing education program.

Law enforcement officers also lack training to identify signs of impairment in drivers under the influence of drugs and/or drug/alcohol combinations. The Advanced Roadside Impaired Driving Enforcement (ARIDE) class is approved by the NHTSA and International Association of Chiefs of Police (IACP). The 16-hour class is designed to provide officers with a level of awareness in drug impairment. ARIDE is designed to bridge the gap between SFST and the much more intensive Drug Recognition Expert (DRE) training program.

The SFST and ARIDE training strategy will use federal funds to support a full-time SFST/ARIDE project director to coordinate the programs and provide training and materials to law enforcement agencies.

PROJECT GOALS AND RESULTS

- To reduce fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dl or higher from 236 in 2016 to 201 fatalities by September 30, 2019. **Goal achieved**
- Increase the number of officers receiving SFST/ARIDE training by 10 percent from 2,705 to 2,975 by September 30, 2019. **Goal not achieved**
- Increase the number of SFST/ARIDE training courses by 10 percent from 127 to 140 by September 30, 2019. **Goal achieved**

The provisional number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dl or higher from Jan. 1, 2019, to Sept. 30, 2019, is 123.

In FY2019, 2,869 officers received SFST/ARIDE training which equates to a 6 percent increase over the previous year. While the overall number of classes conducted in 2019 exceeded the previous year, enrollment was down in SFST Practitioner training in both number of classes and students

trained. This could be attributed to SFST Practitioner training having saturated the state.

NUMBER OF SFST/ARIDE CLASSES CONDUCTED AND STUDENTS TRAINED

COURSE TYPE	CLASSES		STUDENTS	
	YTD	% GOAL	YTD	GOAL
SFST Practitioner	48	77%	892	81%
SFST Refresher	76	190%	745	93%
ARIDE	36	180%	1,022	146%
ARIDE Refresher	6	500%	37	3,000%
SFST Instructor	2	100%	44	100%
SFST Instructor Refresher	3	100%	129	100%

There were 171 classes with 2,869 students. The OHSP is at 122 percent of the goal for classes and at 96 percent of the goal for students.

MOTHERS AGAINST DRUNK DRIVING LAW ENFORCEMENT AND PROSECUTOR AWARDS PROGRAM

Section 402 FAST Act Alcohol Funds

AL-19-03; Awarded: \$5,000; Expended: \$5,000

BACKGROUND

Mothers Against Drunk Driving (MADD) provides annual impaired driving recognition awards to law enforcement and prosecutors. For more than a decade, MADD has recognized law enforcement officers and for the past eight years, they have also recognized prosecutors.

Funding will support recognition awards and provide Michigan Traffic Safety Summit scholarships for winners to receive additional impaired driving enforcement training.

PROJECT GOAL AND RESULT

- To reduce fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dl or higher from 236 in 2016 to 201 fatalities by September 30, 2019. **Goal achieved**

The provisional number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dl or higher from Jan. 1, 2019, to Sept. 30, 2019, is 123.

MADD recognized law enforcement and prosecutors at a luncheon in June.

Outstanding Officer

Ofcr. Josh Kohler	Livonia Police Department
PSO Brian Anderson	Berkley Department of Public Safety
Ofcr. Michael Knapp	White Lake Township Police Department

Outstanding Deputy

Dep. Ryan Gerke	Allegan County Sheriff's Office
Dep. Matthew Dedyne	Clinton County Sheriff's Office

Outstanding Trooper

Tpr. Thomas Gladney	MSP Paw Paw Post
Tpr. Joey Renaud	MSP Wakefield Post

Outstanding Rookie

Tpr. Adam Brown	MSP Gaylord Post
Ofcr. Joseph Stanley	Garden City Police Department
Ofcr. Josh Morgan	Grand Blanc Township Police Department
Ofcr. Ahmed Kassem	Huron Township Police Department

Outstanding Agency

Clinton County Sheriff's Office
Grand Blanc Township Police Department
Muskegon Police Department

Recognition of Excellence

Cdr. Jacqueline Pritchett	Detroit Police Department
Dep. Gianna Caporuscio	Macomb County Sheriff's Office

Deputy Lewis Tyler Longevity Award

Tpr. Rick Kane	MSP Flint Post
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Olivia Cleveland Gratitude Award

Sgt. Christopher Drury	Alma Police Department
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David M. Schieber Prosecutor Award

Assistant Prosecuting Attorney Sara Pulda	Ingham County Prosecutor's Office
Assistant Prosecuting Attorney Michael T. Kanaby	Kalamazoo County Prosecutor's Office

IMPAIRED DRIVING PUBLIC EDUCATION

Awarded \$0; Expended \$0

BACKGROUND

Marihuana legalization came to Michigan by ballot in November 2018. Funding to be used for the development and distribution of educational material regarding drugged driving, alcohol-impaired driving, prescription use and driving, and poly-use, is necessary to educate Michigan motorists on the details of this issue.

PROJECT GOALS AND RESULTS

- To reduce fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dl or higher from 236 in 2016 to 201 fatalities by September 30, 2019. **Goal achieved**
- Develop and distribute materials on drugged driving by September 30, 2019. **Goal not achieved**

The provisional number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dl or higher from Jan. 1, 2019, to Sept. 30, 2019, is 123.

The OHSP began developing a new drugged driving brochure that will be completed in FY2020 for statewide distribution.

OWI INVESTIGATION VIDEO

Section 405(d) FAST Act Impaired Driving Low Drug and Alcohol Training

CP-19-03; Awarded: \$30,000; Expended: \$29,920

BACKGROUND

Effective prosecution is an essential component for deterring impaired driving. As new legislation is introduced which involves issues that are quickly evolving, such as recreational marijuana, it is important to educate prosecutors and law enforcement for the complexities of impaired driving case law and court practices.

Funding will support the development of a training video to cover the three phases of an OWI investigation. The video will serve as another resource for the Traffic Safety Resource Prosecutors (TSRPs) as part of their educational program which includes but is not limited to: impaired driving, court testimony, crash reconstruction, presentation skills, and other topics to prosecuting attorneys and law enforcement agencies.

PROJECT GOAL AND RESULT

- To provide updated legal reference material and technical assistance to the traffic safety community by September 30, 2019. **Goal achieved**

The three phases of an OWI investigation video was produced, with distribution via YouTube. Feedback has been exceptional both from prosecutors and law enforcement agencies within the state and nationwide who have viewed and/or utilized the video for training purposes.

ADJUDICATION

TRAFFIC SAFETY TRAINING PROGRAM

Section 405(d) FAST Act Impaired Driving Low Drug and Alcohol Training

AL-19-03; Awarded: \$558,200; Expended: \$557,907

BACKGROUND

Effective prosecution is an essential component for deterring impaired driving. If prosecutors and law enforcement do not have training to prosecute impaired drivers, they will be unprepared for the complexities of impaired driving case law and court practices. The OHSP has supported a TSRP program since 2000, now a national best practice.

As new legislation is introduced involving issues that are quickly evolving, such as recreational marijuana, it is

important to educate prosecutors and law enforcement while continuing to support efforts to prosecute impaired drivers and reduce impaired driving fatalities and injuries.

The TSRPs provide training to prosecuting attorneys and law enforcement agencies on impaired driving, court testimony, crash reconstruction, presentation skills, and other topics.

Funding will support two full-time TSRPs and an administrative assistant, as well as related expenses for training prosecutors and law enforcement.

PROJECT GOALS AND RESULTS

- To reduce fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dl or higher from 236 in 2016 to 201 fatalities by September 30, 2019. **Goal achieved**
- To provide updated legal reference material and technical assistance to the traffic safety community through up to 40 professional educational opportunities (trainings/presentations) for approximately 4,000 law enforcement officers, prosecutors, and traffic safety partners by September 30, 2019. **Goal achieved**

The provisional number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dl or higher from Jan. 1, 2019, to Sept. 30, 2019, is 123.

The TSRPs provided training at 86 events, 60 seminars, and 11 webinars to more than 9,000 attendees. Topics included: ARIDE, Basic Training, Lethal Weapon, Prosecuting the Drugged Driver, Advanced OWI Prosecution, and Total Trial Advocacy.

The TSRPs participated in Michigan's 2019 DRE school, which included 19 law enforcement officers and five prosecutors.

This year the TSRP hosted the NHTSA Traffic Tuesday National Webinar Series with six sessions and 604 attendees. The TSRPs had eight publications addressing topics such as OWI, DRE, recreational marijuana, and distracted driving.

The TSRPs received favorable mention in the IACP's 2018 Annual Report on the Drug Evaluation and Classification Program.

JUDICIAL TRAINING AND OUTREACH

Section 405(d) FAST Act Impaired Driving Low Drug and Alcohol Training

AL-19-04; Awarded: \$63,000; Expended: \$57,965

BACKGROUND

Judges in limited jurisdiction courts, like district courts which cover the majority of traffic offenses, are often overlooked in education and communication opportunities. Judges sometimes lack the ability to gain and share the knowledge needed to resolve the legal and evidentiary issues that challenge them daily in adjudicating impaired driving and other motor vehicle-related cases.

A Judicial Outreach Liaison (JOL) works to unite the outreach efforts of the American Bar Association's Judicial Division and the NHTSA to educate judges and encourage support of traffic safety activities. The JOL strives to improve community outreach, provide quality education, and promote confidence and trust in the judiciary. This national template shall be used to support a JOL program in Michigan, which will run in a similar fashion to the TSRP program. It is coordinated through the Michigan Judicial Institute (MJL), a training division of the State Court Administrative Office (SCAO) of the Michigan Supreme Court.

PROJECT GOALS AND RESULTS

- To reduce fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dl or higher from 236 in 2016 to 201 fatalities by September 30, 2019. **Goal achieved**
- Train up to 1,000 district court judges, magistrates, drug treatment courts staff, and probation officers in relevant traffic safety-related information by September 30, 2019. **Goal achieved**

The provisional number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dl or higher from Jan. 1, 2019, to Sept. 30, 2019, is 123.

Funding was utilized to support training opportunities at annual conferences such as: District Probation Officer conference (170 participants), the Juvenile Probation Officer conference (70 participants), and Magistrates Specialty conference (68 participants). In addition, the JOL provided mentorship to the judiciary and presented on a variety of impaired driving traffic safety topics throughout the year.

Through the state JOL, the MJL provided training and technical assistance to new and existing DWI courts and the criminal justice community. The state JOL concentrated on providing technical support for DWI courts.

Probation officers received instruction during a two-day seminar for new and experienced probation officers on traffic safety. A session for new probation officers was dedicated to "characteristics of OWI offenders." Additionally, the Michigan Association of District Court Probation Officers (MADCPO) seminar included a half-day session on ARIDE.

The MJL updated the New Magistrates' Traffic Adjudication Manual which is provided to new magistrates requiring certification to conduct informal hearings on traffic matters. MJL provided a training session at the District Court Magistrate Specialty seminar on statutory, court rule and case law update, including updates on impaired driving cases.

The JOL delivered several trainings and presentations, such as at the Michigan Association of Treatment Court Professionals annual conference and the MJL Advanced New Judges seminar round table discussions on DWI courts. The JOL also presented on search warrants at the new magistrates' conference, and presented on the 4th Amendment

issues at the state Supreme Courts' Judicial Conference with all judges in attendance.

SOBRIETY COURT SUPPORT

Section 405(d) FAST Act Impaired Driving Low Court Support

AL-19-05; Awarded: \$1,400,000; Expended: \$1,230,133

Section 405(d) FAST Act Impaired Driving Low Drug and Alcohol Training Expended

CP-19-01; Awarded: \$120,000; Expended: \$73,488

BACKGROUND

One of the most dramatic developments in the last 20 years in the movement to reduce substance abuse among the U.S. criminal justice population has been the implementation of specialty courts. This includes alcohol and drug courts that address the underlying behavior of the offense that brought an offender to the criminal justice system.

Alcohol/drug courts seek to guide addicted offenders into a treatment program that reduces their substance use dependence and improves their quality of life. In the typical alcohol court program, participants are closely supervised by a judge and supported by a team of agency representatives that operate outside of their traditional adversarial roles. Addiction treatment providers, prosecuting attorneys, public defenders, law enforcement officers, and parole and probation officers work together to provide needed services to drug court participants.

PROJECT GOALS AND RESULTS

- To reduce fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dl or higher from 236 in 2016 to 201 fatalities by September 30, 2019. **Goal achieved**
- Obtain a three percent recidivism rate for sobriety court participants by September 30, 2019. **Goal achieved**
- Provide three educational opportunities for up to 15 sobriety court teams by September 30, 2019. **Goal achieved**

The provisional number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dl or higher from Jan. 1, 2019, to Sept. 30, 2019, is 123.

The OHSP facilitated a National Center for DWI Courts (NCDC) three-day Foundation Training for the 6th Circuit Court Felony DUI Program. This training is team-oriented and focused on the planning stage or first year of operation of a sobriety court program. This court's docket handles approximately 15 percent of the state's felony DUI charges.

The OHSP facilitated two NCDC two-day Operational Tune-Up trainings for nine sobriety court programs. Training topics included best practices, overcoming barriers, and sustainability.

The SCAO reported a less than 1 percent recidivism rate for active participants.

REDUCING UNDERAGE DRINKING

ENFORCEMENT OF UNDERAGE DRINKING LAWS (EUDL)

Section 405(d) FAST Act Impaired Driving Low Youth Alcohol
AL-19-06+; Awarded: \$209,991; Expended: \$106,175

BACKGROUND

Teens that begin drinking before age 15 are six times as likely to have alcohol dependency as adults. One of the most serious unintentional outcomes of underage drinking is fatalities and injuries from traffic crashes.

Enforcement can reduce underage drinking by limiting availability and intervening in its use. Officers work with retailers to prevent sales to minors. Compliance checks confirm that retailers are following the law. Party Patrol enforcement details address underage drinking in private residences and open areas. Controlled dispersal training prevents further problems that can arise from breaking up the parties.

Funding will support overtime enforcement efforts.

PROJECT GOALS AND RESULTS

- To reduce fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dl or higher from 236 in 2016 to 201 fatalities by September 30, 2019. **Goal achieved**
- Conduct overtime enforcement in up to 10 counties by September 30, 2019. **Goal achieved**

The provisional number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dl or higher from Jan. 1, 2019, to Sept. 30, 2019, is 123.

Thirteen law enforcement agencies in 10 counties were awarded overtime underage drinking enforcement grant funds.

More than 600 compliance checks were conducted resulting in non-compliance at 41 off-premise and 24 on-premise liquor licensee establishments. More than 100 parties were dispersed with 47 adults cited for furnishing alcohol to minors. Three youths were cited for fake and/or fraudulent identifications, 31 minor in possession citations were issued, and two operating while intoxicated citations were issued.

TRAINING ON UNDERAGE DRINKING LAWS

Section 405(d) FAST Act Impaired Driving Low Drug and Alcohol Training

CP-19-01; Awarded: \$25,000; Expended: \$2,500

Section 405(d) Fast Act Impaired Driving Low Drug and Alcohol Training

AL-19-04; Awarded: \$7,500; Expended: \$0

BACKGROUND

Law enforcement agencies need specialized training in controlled dispersal, compliance checks, and legal updates.

The OHSP will contract with a vendor to train law enforcement officers about monitoring for underage drinking activities. The OHSP will contract with two to four police officers who are content experts on UAD enforcement.

Funding will support training costs such as conference room rentals and contractual costs.

PROJECT GOALS AND RESULTS

- To reduce fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dl or higher from 236 in 2016 to 201 fatalities by September 30, 2019. **Goal achieved**
- Conduct underage drinking enforcement trainings for up to 10 counties by September 30, 2019. **Goal achieved**

The provisional number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dl or higher from Jan. 1, 2019, to Sept. 30, 2019, is 123.

The OHSP conducted one training for seven law enforcement officers from Oakland and Macomb counties on controlled dispersal, compliance checks, best practices, and drug trends. Due to staff changes, time constraints, and law enforcement availability, additional trainings were not made available to all agencies working the overtime enforcement.

STRIVE FOR A SAFER DRIVE SUPPORT

Section 405(d) FAST Act Impaired Driving Low Youth Alcohol
CP-19-01; Awarded: \$30,000; Expended: \$17,080

BACKGROUND

The OHSP collaborated with Ford Driving Skills for Life to continue the school-based teen traffic safety program aimed at reducing teen traffic crashes, fatalities, and injuries. High schools can develop teen peer-to-peer traffic safety campaigns and compete with other schools to earn prizes. Participating schools are invited to attend a Ford Ride and Drive event in the spring.

PROJECT GOAL AND RESULT

- Educate up to 640 students and 475 adults/parents on the dangers of impaired driving by September 30, 2019. **Goal achieved**

The OHSP supported the May Ford Ride and Drive event by funding overtime for law enforcement to work the impaired driving station. Over the three days there were nine law enforcement officers from state, county, and local agencies who educated 534 students and 528 parents.

EVALUATION

NHTSA IMPAIRED PROGRAM ASSESSMENT AND RECOMMENDATION IMPLEMENTATION

Section 405(b) FAST Act Occupant Protection High Alcohol (flex)

CP-19-01; Awarded: \$25,000; Expended: \$23,594

BACKGROUND

Evaluation of traffic safety programs is a required and critical component to determine the successfulness of the initiatives and efforts.

Michigan last conducted an Impaired Driving Program Assessment in 2014. An updated program assessment will give guidance to continue to improve impaired driving programs and reduce injuries and fatalities.

PROJECT GOAL AND RESULT

- To review Michigan's impaired driving program initiatives in comparison to pre-established national standards and weaknesses and provide program involvement recommendations by September 30, 2019.

Goal achieved

The Michigan Impaired Driving Program Assessment took place May 6-10. Priority recommendations for the OHSP were to hire a law enforcement liaison, to expand the Drug Evaluation and Classification Program, and engage prosecutors and municipal attorneys in a strategic planning session on the new world of legal marihuana.





Police Traffic Services

The OHSP implements activities in support of national and state highway safety goals to reduce motor vehicle-related fatalities and injuries. The activities include participation in national law enforcement mobilizations as well as sustained enforcement of statutes addressing impaired driving and occupant protection.

PROGRAM GOALS:

- *To reduce fatalities from 1,028 in 2017 to 1,023.2 fatalities by December 31, 2019.*
- *To reduce serious injuries from 6,084 in 2017 to 5,406.8 serious injuries by December 31, 2019.*
- *To reduce the 1.07 fatalities/VMT rate in 2017 to 1.02 fatalities/VMT rate by December 31, 2019.*
- *To reduce fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dl or higher from 236 fatalities in 2016 to 201 fatalities by December 31, 2019.*
- *To reduce the number of crashes involving alcohol- or drug-impaired motorcyclists from 236 in 2017 to 197 by December 31, 2019.*
- *Prevent impaired motorcyclist fatalities from increasing from 45 fatalities in 2017 to no more than 46 fatalities by December 31, 2019.*

(Above goals are the FY2019 Michigan HSP Core Performance Goals)

TRAFFIC ENFORCEMENT

MANDATORY AND ELECTIVE OVERTIME TRAFFIC ENFORCEMENT

Section 402 FAST Act

PT-19-02+; 402: Awarded: \$1,629,997; Expended: \$1,208,562

Section 405(b) Fast Act Occupant Protection HVE

Awarded: \$35,021; Expended: \$31,973

Section 405(d) FAST Act Impaired Driving Low HVE and Low Police Traffic Services

Awarded \$901,369; Expended: \$807,212

BACKGROUND

Since 1972, the OHSP has funded overtime traffic enforcement projects, combined with public information and education, as the primary method for encouraging motorists to buckle up and drive sober.

High-visibility enforcement increases compliance with traffic laws. The credible threat of a citation or arrest reduces traffic violations, crashes, fatalities, and injuries. The OHSP will fund cooperative overtime enforcement statewide focusing on impaired driving and seat belt compliance, particularly during statewide mobilizations and crackdowns. Enforcement will focus on peak crash times.

Funding will support the costs related to overtime enforcement efforts.

PROJECT GOALS AND RESULTS

- To reduce fatalities from 1,028 in 2017 to 1,023.2 fatalities by September 30, 2019. **Goal achieved**
- To reduce serious injuries from 6,084 in 2017 to 5,406.8 serious injuries by September 30, 2019. **Goal achieved**

The provisional number of fatalities from Jan. 1 2019, to Sept. 30, 2019, is 693 and the provisional number of serious injuries from Jan. 1, 2019, to Sept. 30, 2019, is 4,334.

National traffic enforcement mobilizations are the cornerstone of traffic enforcement efforts in Michigan. This includes the May *Click It or Ticket* (CIOT) mobilization and the December and August *Drive Sober or Get Pulled Over* (DSOGPO) crackdowns. The state also conducted two additional statewide impaired driving DSOGPO enforcement crackdowns in October and July.

The Strategic Traffic Enforcement Program (STEP) model is used to focus enforcement efforts for maximum effect. This model not only directs enforcement to key times and places, but also creates a greater perceived level of enforcement than sustained patrols. Drivers are more likely to notice the heightened enforcement and interpret it as the norm.

STEP includes periodic, intensive overtime enforcement on traffic safety problems such as drunk driving or unbuckled motorists. During mobilization periods, grant-funded law enforcement agencies conducted extra patrols. Earned

	OCTOBER DSOGPO	DECEMBER DSOGPO	MAY CIOT	JULY DSOGPO	AUGUST DSOGPO	TOTALS
Participating law enforcement agencies	86	90	109	85	86	N/A
Traffic stops	6,943	8,871	8,732	7,054	9,213	40,813
Seat belt citations	39	73	3,023	176	226	3,537
Child restraint citations	15	13	43	33	38	142
Drunk driving arrests	153	206	16	171	204	750
Speeding citations	798	883	759	952	1,207	4,599
Other moving citations	1,188	1,246	1,185	716	1,125	5,460
Other felony arrests	62	97	47	79	117	402
Other misdemeanor arrests	463	541	389	490	735	2,618
Media events	0	3	2	0	4	9
News stories	29	36	35	14	24	138
Paid advertising	\$0	\$46,700	\$748,574	\$24,500	\$709,668	\$1,529,442
Overtime enforcement hours	4,822	6,416	5,204	5,058	6,881	28,381
Enforcement funding (estimated)	\$313,430	\$417,040	\$338,260	\$328,770	\$447,265	\$1,844,765



and paid media efforts brought attention to the increased enforcement.

Highlight: On December 31, a trooper from the MSP Marshall Post stopped a vehicle for suspected drunk driving. In the process of removing the driver from the vehicle the officer noticed a large caliber handgun on the driver. Both the handgun and the driver's sweatshirt had blood on them from an unknown source. Later that day, the Battle Creek Fire Department responded to an active residential fire and discovered a deceased body inside who had been shot multiple times and died before the fire started. Upon investigation, it was determined that the driver stopped for suspicion of drunk driving committed the homicide with the weapon found inside the vehicle. The person is in custody on several felony charges.

Challenges: Many of the grant-funded agencies identified the number and dates of the enforcement periods that were a challenge for scheduling. Officers were being mandated to work overtime to fill vacancies in patrol to keep road patrol coverage at a bare minimum. It continues to impede getting officers to sign up for voluntary overtime. The level of enforcement activity has declined because of shifts going unfilled. The OHSP will continue discussions with law enforcement to brainstorm solutions that can be implemented in the future.

SEAT BELT ENFORCEMENT ZONE SIGNS

Section 402 FAST Act

CP-19-01; Awarded: \$7,000; Expended: \$5,563

BACKGROUND

Conducting high-visibility enforcement is a proven strategy to change behavior. Reflective seat belt enforcement area signs will be purchased to enhance motorist awareness that police are looking for unbuckled drivers.

PROJECT GOAL AND RESULT

- To purchase up to 25 seat belt enforcement zone signs and stands to increase awareness that seat belt enforcement is taking place. **Goal achieved**

Twenty-two seat belt enforcement zone signs were purchased for five agencies to enhance their seat belt enforcement efforts.

EDUCATION AND COMMUNICATION

MOBILIZATION PAID ADVERTISING

Sections 402, 405(b) Public Education, 405(d) Paid/Earned Media,

CP-19-03; 402: Awarded: \$900,000; Expended: \$354,406;

405(b): Awarded: \$555,000; Expended: \$549,806;

405(d): Awarded: \$1,608,000; Expended: \$831,114

BACKGROUND

Targeted paid advertising messages have helped the OHSP achieve one of the highest belt use rates in the nation. Such efforts have helped reduce unrestrained fatalities and serious injuries. This has involved periodically updating and refreshing the advertising message, so it remains memorable, and promotes a call to action for young men.

The OHSP follows the traffic enforcement mobilization model established by the NHTSA. This model calls for paid advertising starting a week prior to enforcement and continuing through the first week of enforcement action. The timing allows motorists a warning period before enforcement action begins. Young male drivers remain the focus of messaging efforts for both seat belt and impaired driving enforcement.

PROJECT GOAL AND RESULT

- Develop earned and paid media and outreach plans to support enforcement to maximize local media interest by September 30, 2019. **Goal achieved**

The OHSP conducted five media campaigns focusing on special traffic enforcement mobilizations in October, December, May, July, and August.

There was no paid advertising for the October *Click It or Ticket* mobilization.

In December, there was \$46,700 in paid advertising for the DSOGPO impaired driving crackdown. The funds were spent mostly on mobile advertising and video streaming. The OHSP also issued a news release.

The \$748,574 for the May *Click It or Ticket* enforcement included radio, mobile, and television advertising. Two commercials, "A Ticket from Us" and "Unsecured Loads," were produced for this effort. Two earned media events featured first responders and discussed the importance of occupant protection.

In July, there was \$24,500 in paid advertising for the DSOGPO impaired driving crackdown. The OHSP, with permission, retagged a commercial that was developed by traffic safety officials in New Mexico and focused on how first responders deal with traffic crash victims. The ad was used for social media outreach. There were no media events, but the OHSP distributed a news release that generated coverage.

Nearly \$710,000 was spent for paid advertising during the August/September DSOGPO impaired driving crackdown. The first responder commercial used on social media in July was the focal point of radio and television outreach. The advertising campaign generated 23.7 million impressions. There were four earned media events to help raise awareness by highlighting first responders discussing the tragedies caused by impaired driving.

MICHIGAN TRAFFIC STOP CELLULAR PHONE APP

Section 402 FAST Act Police Traffic Services

AL-19-03; Awarded: \$10,000; Expended: \$10,000

BACKGROUND

Police officers need up-to-date information at a traffic stop. While legal updates are helpful, police officers sometimes face complex issues out in the field and typically do not have the specific reference information. A free mobile phone app for both Android and Apple devices could provide all the pertinent information about impaired driving for those incidents.

PROJECT GOAL AND RESULT

- To distribute and promote MI Officer traffic stop app to all law enforcement agencies in the state and reach at least 6,000 downloads by September 30, 2019. **Goal achieved**

As of September 30, 2019, the MI Officer app had 1,911 Android downloads and 2,685 Apple downloads for a total of 4,596 downloads. The traffic safety app committee met regularly to review old content and add new and relevant information. In FY2019, the app also underwent a face-lift. The initial interface screen was enhanced, making the overall user experience more friendly. In addition, the use of color and logos were added to the app as well as the ability to save links to a "Favorites" section. A more sophisticated

menu system now makes it easier to navigate material on the app.

TRAFFIC SAFETY AND ENFORCEMENT CONFERENCE

Section 402 FAST Act Police Traffic Services

CP-19-01; Awarded: \$35,000; Expended: \$0

BACKGROUND

Specialized training for law enforcement officers allows them to effectively address traffic safety issues as well as learn how to identify crash problems and key roadways in their jurisdictions. The conference will cover a variety of topics that may include using the Michigan Traffic Crash Facts website, MSP legal update, legalized recreational marijuana and driving, commercial motor vehicle enforcement, Below 100, and drugged driving.

PROJECT GOAL AND RESULT

- Conduct a law enforcement traffic safety conference for up to 100 officers by September 30, 2019. **Goal not achieved**

The traffic safety and enforcement conference was postponed until FY2020 due to insufficient time for planning and implementation to hold this conference during the intended time frame.

EVALUATION

TELEPHONE SURVEYS

Section 402 FAST Act Police Traffic Services

CP-19-03; Awarded: \$115,000; Expended: \$76,000

BACKGROUND

Telephone surveys give the OHSP immediate feedback on how drivers perceive and react to programs. Surveys allow the OHSP to adjust midstream and develop plans based on current-year data. Surveys are used to identify the effectiveness of other public awareness programs for high-visibility enforcement. Surveys are to gauge the paid ads for enforcement of alcohol and seat belts. Ongoing evaluation supports the effectiveness of enforcement mobilizations. Surveys of driver attitudes and beliefs can illuminate areas for improvement, identify program enhancements, and determine their effectiveness. In addition, federal guidelines require evaluation of media efforts.

PROJECT GOAL AND RESULT

- Determine public perception of seat belt and impaired driving enforcement efforts and advertising messages for campaigns by conducting at least four telephone surveys by September 30, 2019. **Goal achieved**

Six surveys were completed during the fiscal year. Detailed survey results can be found in the Paid Advertising section, starting on page 45.

LAW ENFORCEMENT TRAINING

DRUG RECOGNITION EXPERT (DRE) TRAINING

Section 405(d) FAST Act Impaired Driving Low Drug and Alcohol Training

CP-19-01; Awarded: \$306,998; Expended: \$227,164

BACKGROUND

A DRE is a police officer trained to recognize impairment of drivers under the influence of drugs and/or drug/alcohol combinations. The IACP coordinates the program with support from the NHTSA. Police officers must successfully complete a rigorous, three-week DRE training program to meet strict certification requirements.

The DRE protocol is a standardized and systematic method of examining a Driving Under the Influence of Drugs (DUID) suspect to determine:

- Whether or not the suspect is impaired.
- Whether the impairment relates to drugs or a medical condition.
- What category or combination of categories of drugs likely caused the impairment.

Trends indicate a greater number of drivers are impaired because of drugs and/or drug/alcohol combinations. As the number of drug-impaired drivers increases, so does the need for additional trained law enforcement personnel on roads and in courtrooms. Since June 1, 2011, when Michigan's first class of certified DRE students hit the streets, DREs have conducted more than 4,000 enforcement evaluations.

PROJECT GOALS AND RESULTS

- Increase the number of DRE enforcement evaluations by 15 percent from 636 in 2017 to 731 in 2019 by September 30, 2019. **Goal not achieved**
- Increase the number of certified DREs by 40 from 133 to 173 by September 30, 2019. **Goal not achieved**

From Jan. 1, 2019, to Sept. 30, 2019, there have been 612 enforcement evaluations conducted.

Michigan completed one of the two proposed DRE Schools in 2019. There were 19 law enforcement officers successfully trained as certified DREs. There were five prosecutors who completed the two-week classroom portion of DRE School. Michigan lost a significant number of DREs from the program in 2019 for various reasons such as failing to meet recertification requirements and/or other job responsibilities or transfers. With the addition of the 19 new DREs, the number of active DREs in the state remained unchanged at 133.

Due to difficulties finding locations for the training and the availability of DRE instructors, the OHSP was unable to complete a second DRE School in FY2019. However, the second DRE School is being planned for October 2019.

SFST/ARIDE/DRE PROGRAM ASSESSMENT

Section 405(d) FAST Act Impaired Driving Low Police Traffic Services

CP-19-01; Awarded: \$0; Expended: \$0

BACKGROUND

Michigan entered the Drug Evaluation and Classification Program in October 2010. Since that time, the OHSP has conducted eight DRE Schools, more than 120 ARIDE classes, and countless SFST trainings. A program assessment of the SFST/ARIDE/DRE has been requested to provide insight and recommendations as to how well the program is operating and where improvements can be made.

PROJECT GOAL AND RESULT

- Review Michigan SFST/ARIDE/DRE program initiatives in comparison to pre-established national standards to provide program improvement recommendations by September 30, 2019. **Project not initiated**

This project did not happen. It was learned that an assessment team specific to DRE/ARIDE and the SFST program was still in the planning stages. There was no team available for the assessment in FY2019. An assessment is being planned for FY2020.





Pedestrian and Bicyclist Safety

Pedestrian and bicyclist safety is focused on the nonmotorized population who are the most vulnerable roadway users in Michigan. The OHSP is involved in public education and awareness programs designed to inform motorists, pedestrians, and bicyclists of state traffic laws applicable to pedestrian and bicyclist safety, including obeying traffic signals, signs and markings, giving a minimum of three feet when passing bicyclists on the roadway, using sidewalks when available, and walking facing traffic as far to the left as possible. The OHSP is engaging law enforcement officials in training and enforcement mobilizations and campaigns on laws applicable to pedestrian and bicyclist safety.

PROGRAM GOALS

- To reduce fatalities from 1,028 in 2017 to 1,023.2 fatalities by December 31, 2019.
- To reduce serious injuries from 6,084 in 2017 to 5,406.8 serious injuries by December 31, 2019.
- To reduce the 1.07 fatalities/VMT rate in 2017 to 1.02 fatalities/VMT rate by December 31, 2019.
- To prevent pedestrian fatalities from increasing from 158 fatalities in 2017 to no more than 178 fatalities by December 31, 2019.
- To prevent bicyclist fatalities from increasing from 21 fatalities in 2017 to no more than 28 fatalities by December 31, 2019.

(Above goals are the FY2019 Michigan HSP Core Performance Goals)

PUBLIC EDUCATION AND TRAINING

GRAND RAPIDS PEDESTRIAN SAFETY PROGRAM

Section 405(h) FAST Act Nonmotorized Public Education
PS-19-01; Awarded: \$0; Expended: \$0

BACKGROUND

The city of Grand Rapids will work with the Grand Rapids Police Department, Western Michigan University, and a marketing/outreach consultant to implement the high-visibility enforcement model. This is a proven technique to change driver behavior, thereby enhancing the effectiveness of traffic laws. This is a two-year project. Funding will support costs related to law enforcement training and mobilization, public education campaign development, implementation, and evaluation.

PROJECT GOALS AND RESULTS

- Prevent the number of pedestrian fatalities from increasing from 158 fatalities in 2017 to no more than 178 fatalities in 2019 by September 30, 2019. **Project not initiated**

- Prevent the number of bicyclist fatalities from increasing from 21 fatalities in 2017 to no more than 28 in 2019 by September 30, 2019. **Project not initiated**

The provisional number of pedestrian fatalities from Jan. 1, 2019, to Sept. 30, 2019, is 88.

The provisional number of bicyclist fatalities from Jan. 1, 2019, to Sept. 30, 2019, is 15.

The city of Grand Rapids decided to use local funding only to pursue pedestrian safety initiatives.

DETROIT SAFE ROUTES AMBASSADORS PROGRAM

Section 405(h) FAST Act Nonmotorized Public Education
PS-19-02; Awarded: \$100,000; Expended: \$33,202

BACKGROUND

The city of Detroit will promote pedestrian and bicycle safety laws through public outreach of the Safe Routes Ambassadors Program, based on the project's successful implementation in Chicago. A variety of audiences will be targeted including elementary students, teenage driver education students, senior community members, parents, and teachers. A curriculum for elementary students will be developed for the Detroit Public Schools. The city will utilize its framework to develop a general statewide curriculum

that can be used in classrooms by other agencies. The city will seek other funding possibilities outside of the OHSP grant to assist with sustaining the program.

Funding will support public education of pedestrian and bicycle safety laws through material development and distribution, ambassador staff to execute projects, and program evaluation.

PROJECT GOALS AND RESULTS

- Prevent the number of pedestrian fatalities from increasing from 158 fatalities in 2017 to no more than 178 fatalities in 2019 by September 30, 2019. **Goal achieved**
- Prevent the number of bicyclist fatalities from increasing from 21 fatalities in 2017 to no more than 28 in 2019 by September 30, 2019. **Goal achieved**

The provisional number of pedestrian fatalities from Jan. 1, 2019, to Sept. 30, 2019, is 88.

The provisional number of bicyclist fatalities from Jan. 1, 2019, to Sept. 30, 2019, is 15.

Challenges with moving this project to a different department within the city of Detroit and the hiring process delayed the progression of this project. Despite these challenges, the Detroit Health Department hired one full-time and four part-time Safe Routes Ambassadors temporary staff to administer to the Detroit Safe Routes Ambassadors program on pedestrian and bicycle safety traffic laws.

A solid foundation has been built with local and cross-departmental partners with the Detroit Public Schools Community District–Public Safety Office, the Safe Routes to Schools Coordinating Committee with Michigan Fitness Foundation, and the city of Detroit’s Department of Transportation (bus system), Public Works (complete streets), and Police Department to coordinate efforts and engagement. The program has more than 50 volunteers to support pedestrian and bicycle safety laws.

The Detroit Safe Routes Ambassadors Program reached nearly 9,000 people through neighborhood meetings, bike rides, and community events. The program distributed 1,500 MDOT bicycle maps, 250 League of Michigan Bicyclists (LMB) “What Every Michigan Bicyclist Must Know” brochures, and collected survey feedback from 500 Detroit residents. The efforts of the team were selected as one of three finalists in the League of Michigan Bicyclists’ (LMB) annual Changemaker awards.

MUSKEGON COUNTY PEDESTRIAN AND BICYCLE SAFETY INITIATIVE

Section 405(h) FAST Act Nonmotorized Public Education
PS-19-03; Awarded: \$20,000; Expended: \$10,148

BACKGROUND

Muskegon County deputies will attend community events, educate law enforcement officers about laws specific to bicyclists, pedestrians, and drivers, and raise public

awareness about pedestrian and bicycle laws through public education.

Funding will support costs related to law enforcement training and public education.

PROJECT GOALS AND RESULTS

- Prevent the number of pedestrian fatalities from increasing from 158 fatalities in 2017 to no more than 178 fatalities in 2019 by September 30, 2019. **Goal achieved**
- Prevent the number of bicyclist fatalities from increasing from 21 fatalities in 2017 to no more than 28 in 2019 by September 30, 2019. **Goal achieved**

The provisional number of pedestrian fatalities from Jan. 1, 2019, to Sept. 30, 2019, is 88.

The provisional number of bicyclist fatalities from Jan. 1, 2019, to Sept. 30, 2019, is 15.

The Muskegon County Pedestrian and Bicycle Safety Initiative is a comprehensive approach to reducing pedestrian and bicyclist fatalities and injuries based on community needs. The Muskegon County Sheriff’s Office and Muskegon Police Department contacted 286 bicyclists and 82 pedestrians at THE RIDE, an indoor bike event, to discuss laws applicable to pedestrian and bicycle safety and distribute educational materials. During other community events throughout the year, law enforcement distributed OHSP pedestrian and bicycle safety pamphlets to more than 2,000 pedestrians and bicyclists. Pedestrian and bicycle safety efforts were also publicized through digital media releases. Twenty-three media packets were sent to media outlets describing upcoming pedestrian and bicycle safety laws educational events.

Three enforcement mobilizations were conducted throughout the year with 291 verbal warnings issued with educational materials that Muskegon County Sheriff’s Office collaborated with Safe Kids Michigan to develop in FY2018. This material provides data on the intersections and roadways that have the most pedestrian and bicyclist crashes in Muskegon County.

Eight officers from several different agencies attended an LMB training course to educate officers on pedestrian and bicycle safety laws.

PEDESTRIAN AND BICYCLE SAFETY LAWS PUBLIC EDUCATION, AWARENESS AND LAW ENFORCEMENT TRAINING

Section 405(h) FAST Act Nonmotorized Public Education
PS-19-04; Awarded: \$70,000; Expended: \$32,321

BACKGROUND

The dramatic increase in bicyclist injuries and fatalities in 2015 and 2016 shows a need for a variety of countermeasures, including law enforcement’s essential role in community enforcement, education, and outreach.

A clearer understanding of the bicycle-related portions of the Michigan Vehicle Code by law enforcement and bicyclists will help prevent future burdens placed on courts and allow officers to better serve the community and save bicyclist lives.

The LMB will promote pedestrian and bicyclist safety laws through four safety projects: a bicycle safety law roll call and public education video, law enforcement training, an online quiz, and a public education awareness course for driver education instructors. This project is a continuation from FY2017 and FY2018.

PROJECT GOALS AND RESULTS

- Prevent the number of pedestrian fatalities from increasing from 158 fatalities in 2017 to no more than 178 fatalities in 2019 by September 30, 2019. **Goal achieved**
- Prevent the number of bicyclist fatalities from increasing from 21 fatalities in 2017 to no more than 28 in 2019 by September 30, 2019. **Goal achieved**

The provisional number of pedestrian fatalities from Jan. 1, 2019, to Sept. 30, 2019, is 88.

The provisional number of bicyclist fatalities from Jan. 1, 2019, to Sept. 30, 2019, is 15.

The LMB conducted six regional law enforcement training sessions for 101 officers and related traffic safety staff, focusing on pedestrian and bicyclist safety laws. The LMB worked with active and retired local law enforcement officers to conduct the training sessions.

Curriculum development was completed for a pilot training course for driver education instructors. This project evolved through the fiscal year after collaboration with the Michigan Driver and Traffic Safety Education Association (MDTSEA) changed the format of the curriculum development. While the curriculum was complete, the pilot course will not be conducted until FY2020.

Additional work on public education in the form of online quizzes was completed by the LMB through securing a website domain, extensive stakeholder engagement to review the content and finalize the questions, and securing an illustrator for graphics.

Script, production, and voiceover work was completed for the law enforcement roll call video on bicyclist safety laws. This project is planned to be finalized in FY2020.

STATEWIDE PEDESTRIAN AND BICYCLIST EDUCATION CAMPAIGN

Section 405(h) FAST Act Nonmotorized Public Education
CP-19-03; Awarded: \$520,000; Expended: \$482,609

BACKGROUND

Not all drivers, pedestrians, and bicyclists are aware of state pedestrian and bicycle safety laws. Education is needed to inform the public about Michigan Vehicle Code sections that pertain to motorists, pedestrians, and bicyclists.

The OHSP will provide public education on pedestrian and bicycle safety laws by developing, producing, and implementing a statewide campaign and developing pedestrian/bicyclist law guides for law enforcement and the public.

PROJECT GOALS AND RESULTS

- Prevent the number of pedestrian fatalities from increasing from 158 fatalities in 2017 to no more than 178 fatalities in 2019 by September 30, 2019. **Goal achieved**
- Prevent the number of bicyclist fatalities from increasing from 21 fatalities in 2017 to no more than 28 in 2019 by September 30, 2019. **Goal achieved**

The provisional number of pedestrian fatalities from Jan. 1, 2019, to Sept. 30, 2019, is 88.

The provisional number of bicyclist fatalities from Jan. 1, 2019, to Sept. 30, 2019, is 15.

The OHSP developed, produced, and launched a campaign that included video, radio, outdoor, and in-person backpack canvassing that generated more than seven million impressions from May through September. With input from partnering agencies, the OHSP launched the *Everybody's Road, Everybody's Rules* campaign that will be used statewide in nonmotorized safety messaging. The 2018 assessment included a priority recommendation to "give as much emphasis to pedestrian education and enforcement as is currently given to bicycle education and enforcement" which drove the data and communications plan. The pedestrian safety campaign focuses on people who drive and people who walk to inform these users about state pedestrian traffic safety laws. The OHSP also revised the Walk Wisely pedestrian safety brochure to include motorist information on pedestrian safety. Development of a new pedestrian laws guide publication for the public and law enforcement will be completed in FY2020.

PEDESTRIAN AND BICYCLE LAW ENFORCEMENT MOBILIZATION

ELECTIVE OVERTIME ENFORCEMENT – PILOT PROJECT

Section 405(h) FAST Act Nonmotorized Law Enforcement
PS-19-05+; Awarded: \$173,475; Expended: \$94,904

BACKGROUND

The OHSP identified the top seven cities which have both the highest number of pedestrian and bicycle crashes over a five-year period: Detroit, Grand Rapids, Ann Arbor, Kalamazoo, Lansing, Warren, and Dearborn. The goal is to pursue a strategic enforcement plan on pedestrian and bicycle safety laws in each city between local police depart-

ments and county sheriff offices throughout the second half of the year.

Funding will support law enforcement mobilization and public education on pedestrian and bicycle safety laws.

PROJECT GOALS AND RESULTS

- Prevent the number of pedestrian fatalities from increasing from 158 fatalities in 2017 to no more than 178 fatalities in 2019, by September 30, 2019. **Goal achieved**
- Prevent the number of bicyclist fatalities from increasing from 21 fatalities in 2017 to no more than 28 in 2019, by September 30, 2019. **Goal achieved**

The provisional number of pedestrian fatalities from Jan. 1, 2019, to Sept. 30, 2019, is 88.

The provisional number of bicyclist fatalities from Jan. 1, 2019, to Sept. 30, 2019, is 15.

Four of the seven cities with the highest number of both pedestrian and bicyclist crashes participated in the pedestrian and bicyclist enforcement efforts. The Detroit Police Department, Lansing Police Department, Warren Police Department, and Kalamazoo Department of Public Safety conducted overtime enforcement. Two mandatory pedestrian safety enforcement periods occurred in March and September. Grant activities also included public education through press releases and attending community events. More than 1,700 verbal warnings and more than 1,700 citations were issued.



UD-10 Guide (Page 1)

Revised 10/16/15

STATE OF MICHIGAN TRAFFIC CRASH REPORT GUIDE

Crash Type (First Impact)

Single Motor Vehicle



Head On



Head On - Left Turn



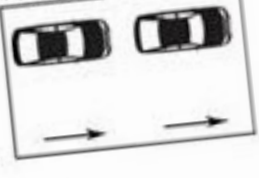
Angle



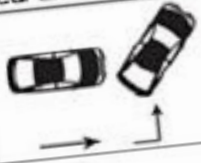
Backing



Rear End



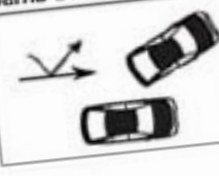
Rear End - Left Turn



Rear End - Right Turn



Sideswipe - Same Direction



Sideswipe - Opposite Direction



Other

Other

Unknown

Unknown

Animal

1. Deer
2. Turkey
3. Elk
4. Moose
5. Bear
97. Animal (Other)
98. Animal (Unknown)

Weather

1. Clear
2. Cloudy
3. Fog
4. Rain
5. Snow
6. Severe Crosswinds
7. Sleet / Hail
8. Blowing Snow
9. Blowing Sand, Soil, Dirt
10. Smoke
98. Unknown

Light

1. Daylight
2. Dawn
3. Dusk
4. Dark-Lighted
5. Dark-Unlighted
97. Other
98. Unknown

Road Surface Condition

1. Dry
2. Wet
3. Ice

Area

► Freeway

1. Entrance / Exit Ramp Related
2. Authorized Median Crossover Related
3. Transition Area / Increase or Decrease in Travel Lanes
4. Rest Area Related
5. Scale / Weigh Station Related
20. Curved Roadway
6. All Other Freeway Areas

► Intersection

7. Within Intersection
8. Driveway Related within 150 ft. of Nearest Edge of Intersection
9. Intersection Related-Other
21. Roundabout

► Other Non-Freeway Areas

10. Straight Roadway Not Related to Other Selections
11. Curved Roadway Not Related to Other Selections
12. Driveway Related Not within 150 ft. of Intersection
13. Parking Related Legal Roadside
14. Transition Area / Increase or Decrease in Travel Lanes
15. Median Crossing Related
16. Railroad Crossing Related
17. Rest Area Related
18. Scale / Weigh Station Related
19. Non-Traffic Area
97. Other
98. Unknown

Work Zone - Location

1. Before the First Work Zone Warning Sign
2. Between the First and Last Work Zone Warning Sign
3. No Warning Signs

Contributing Circumstances

1. Prior Crash
2. Backup Due to Regular Congestion
3. Backup Due to Other Incident
4. Glare
5. Traffic Control Device Inoperative, Missing or Obscured
6. Shoulders (None, Low, Soft, High)
96. None
97. Other
98. Unknown

Relation to Roadway

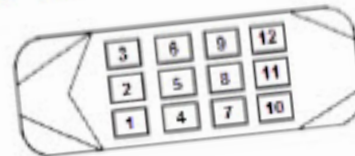
1. On the Road
2. Median
3. Shoulder
4. Outside of Shoulder / Curb
5. Gore
6. On-Street Parking
7. Off Roadway (Non-Traffic)
8. Sidewalk
9. Bicycle Lane
98. Unknown

Trafficway

1. Not Physically Divided (Two-Way Traffic)
2. Divided Highway without Traffic

Position

- B Bicyclist
P Pedestrian
E Engineer (Railroad / Train)



13. Sleeper Section
14. Other Enclosed Passenger / Cargo Area
15. Other Unenclosed Passenger / Cargo Area
16. Riding In / On Trailing Unit
17. Riding On Vehicle Exterior
98. Unknown

► Motorcycles, Snowmobiles (In-Line Seating)

1. Driver
4. Passenger One
7. Passenger Two
15. Other Unenclosed Passenger / Cargo Area

Restraint Use

1. No Belts Available
2. Shoulder Belt Only Used
3. Lap Belt Only
4. Shoulder and Lap Belt
5. No Belts Used
6. Child Restraint System Forward Facing
7. Child Restraint Not Used Improperly Used
8. Child Restraint System Rear Facing
9. Child Restraint System Booster Seat
10. Restraint Failure

Traffic Records

It is essential for stakeholders to submit data on all traffic crashes. This information is important when analyzing problems and constructing solutions to reduce crashes and prevent fatalities and injuries. This data must be complete, timely, and accurate for efficient traffic safety planning in all program areas.

PROGRAM GOALS

- *To reduce fatalities from 1,028 in 2017 to 1,023.2 fatalities by December 31, 2019.*
- *To reduce serious injuries from 6,084 in 2017 to 5,406.8 serious injuries by December 31, 2019.*
- *To reduce the fatalities/VMT rate from 1.07 in 2017 to 1.02 fatalities/VMT rate by December 31, 2019.*

(Above goals are the FY2019 Michigan HSP Core Performance Goals)

TRAFFIC CRASH DATA SUPPORT AND TRAINING

TRAFFIC CRASH REPORTING FORM (UD-10) TRAINING SUPPORT

Section 405(c) FAST Act Traffic Records Data Program
TR-19-01; Awarded: \$33,014; Expended: \$15,772

BACKGROUND

This project provides crash training to law enforcement recruit schools, motor carrier in-service schools, officer and supervisor training, as well as to civilian employees of law enforcement agencies, and transportation employees.

The instructor provides training, in various mediums, to law enforcement agencies on the current UD-10 crash form, as well as on the crash form revisions that were effective January 1, 2016.

Funding will support the cost of training supplies and equipment.

PROJECT GOAL AND RESULT

- Improve the uniformity of the crash data by educating law enforcement officers on the proper completion of the traffic crash form, and the importance of completing critical data fields by September 30, 2019. **Goal achieved**

The UD-10 crash trainer conducted 81 trainings for 1,909 attendees from 244 agencies. The UD-10 trainer provided the M1 (QLine) flyers, iyeTek Manual for users of the LexisNexis® eCrash system, and flash drives with the updated UD-10 training guides and materials. The trainings were conducted for groups such as: the Capital Area Traffic Safety Network, law enforcement agencies, regional police academies, traffic safety and vehicle engineers, and

an insurance company. Presentations were also made to the following groups:

- 2019 Michigan Traffic Safety Summit
- Pedestrian and Bicycle Safety Education trainings
- Recruit school academies

Other significant activities completed by the UD-10 trainer were:

- Articles in the Safety Network Newsletter
- Created an updated UD-10 Traffic Crash Report User Guide
- Published the Traffic Crash Advisory

ROADSOFT AND ESRI UPDATES

Section 405(c) FAST Act Traffic Records Data Program
TR-19-02; Awarded: \$79,000; Expended: \$46,699

BACKGROUND

The Model Inventory of Roadway Elements (MIRE) Federal Data Elements (FDE) are required by the MAP-21/FAST Act transportation legislation and will aid in crash analysis. Michigan does not have a method for collecting all MIRE FDEs from the 616 local transportation agencies. The MDOT will upgrade the statewide Roadsoft software system to include the FDEs.

Funding will support Department of Technology, Management and Budget (DTMB) contractors to develop software upgrades to collect the required data fields.

PROJECT GOAL AND RESULT

- To improve the accessibility of the statewide roadway data system by September 30, 2019. **Goal not achieved**

The MDOT, Michigan Technological University, and the Center for Shared Solutions worked to develop the

framework for project implementation. Funding covered contractual services consulting on the project. Work will continue in FY2020.

REGIONAL ADVANCED TRAFFIC CRASH RECONSTRUCTIONIST TRAINING

Section 402 FAST Act

TR-19-03; Awarded: \$131,625; Expended: \$106,368

BACKGROUND

Training enables law enforcement officers to be aware of and understand current issues to successfully address traffic safety priorities, especially regarding proper documentation of data needed for fatal crashes. Bringing advanced instructional opportunities to regional areas of the state will provide exposure to valuable information to law enforcement agencies.

Funding will support the costs of law enforcement crash reconstruction training courses that may include, but are not limited to, Human Factors, Occupant Kinematics, Advanced Motorcycle Reconstruction, and Advanced Commercial Vehicle Reconstruction.

PROJECT GOAL AND RESULT

- Conduct up to six law enforcement crash reconstruction trainings by September 30, 2019. **Goal achieved**

Five different Institute of Police Technology and Management advanced level traffic crash reconstruction training courses for 90 law enforcement officers were conducted, with the Human Factors training being offered twice. There were six courses scheduled, but one was canceled due to low enrollment that did not justify the cost of the training. The training courses that were offered included:

Human Factors in Traffic Crash Reconstruction. While many crash investigation courses focus on the interpretation of physical evidence to determine “how” a collision occurred, Human Factors training examines a variety of human factors to determine “why” a collision occurred. The training also addressed the factors affecting the crash investigator’s choice of perception-reaction values as well as eyewitness reliability.

Occupant Kinematics for the Traffic Crash Reconstructionist. This training teaches how to recognize and interpret traffic crash evidence as it relates to occupant seating positions, and injury and restraint use data.

Advanced Pedestrian/Bicycle Crash Investigation. This training teaches pedestrian/bicycle traffic crash investigation methods, with a focus on the analysis of the collision.

Advanced Investigation of Motorcycle Crashes. This training is designed for the experienced traffic crash investigator to provide a more extensive look at the dynamics and operational principles of the motorcycle and rider.

Advanced Commercial Vehicle Crash Investigation. This training focuses on a detailed analysis of commercial vehicle

systems and dynamics along with the application of participant findings to the crash reconstruction.

DEVELOPMENT OF A RATIONAL MODEL FOR ANNUAL AVERAGE DAILY TRAFFIC ESTIMATION

Section 405(c) FAST Act Traffic Records Data Program

TR-19-05; Awarded: \$106,618; Expended: \$106,618

BACKGROUND

Annual Average Daily Traffic (AADT) is one of the fundamental concepts used in almost all traffic analysis and transportation planning. AADT is used in many ways, including as an input to Safety Analyst (software developed by Federal Highway Administration (FHWA) and participating state and local agencies for highway safety management) for traffic safety analysis. In addition, states are required to report AADT for federal aid for roads as part of a federal transportation management plan.

Of the methods available for measuring AADT, the most accurate is via permanent count stations with Automatic Traffic Recorders (ATRs) which collect traffic data 24 hours a day year-round using inductor loops, sensors, radars, and other state-of-the-art technologies.

However, it is challenging to obtain accurate and complete data without any missing and inaccurate values due to several factors, such as hardware or software malfunctioning on data collection equipment and technology or loss of data packages during transmission from roadside ATRs to traffic data processing centers, resulting in missing data over hours. In addition to the installation of ATRs being expensive, they are generally used only for federally funded and major arterials. AADTs on branch roads or other non-major roads are either estimated using short-term count stations (24/48/72 hours count) and then expanding that count by factor method wherein factors are calculated from permanent count stations with similar characteristics. Local roads are often not included in short count programs, leading to multiple null records or missing AADT records in road network databases. A search of the MIRE database returns about 20 percent of road segments with no AADT data, not including AADT records marked as 0.

Recent research has shown machine learning techniques can improve data quality and provide more accurate estimation of AADT on roads with short count stations or no counts.

Funding will support the salaries, fringe benefits, and indirect cost rate of the researchers to complete the project goals.

PROJECT GOAL AND RESULT

- This project will provide missing Annual Average Daily Traffic (AADT) values for both hourly data imputation and for non-federally funded roads where the count is not done. **Goal achieved**

In this project, a model was developed for traffic counts for non-major roads that depends on the characteristics of the roadways and their surrounding contextual environment (population density, employment, etc.). The first phase of the project was developing the model for Washtenaw County as a test case. In phase two, the model will be extended for other counties and validated for its applicability and scalability. An interactive AADT estimation tool was built using the model which allows the user to choose road segments and input values for the model variables to obtain the AADT estimate for that road segment.

PEDESTRIAN/ BICYCLIST LEVEL OF COMFORT METRICS AND VISUALIZATION TOOL FOR ROAD SEGMENTS

Section 405(c) FAST Act Traffic Records Data Program
TR-19-06; Awarded: \$115,426; Expended: \$115,426

BACKGROUND

To prioritize effective pedestrian and bicyclist safety countermeasures, traffic safety analysis often requires pedestrian and/or bicyclist exposure counts to quantify expected reductions in crash risk. However, these exposure data are not complete for all road segments in Michigan.

Funding will support the salaries, fringe benefits, and indirect cost rate of the researchers to complete the project goals.

PROJECT GOAL AND RESULT

- To develop a level of comfort measure for pedestrians and bicyclists based on infrastructure and connectivity needs. **Goal not achieved**

This project was a multi-tiered approach which began with literature review and led to the variables needed to develop a level of service measure for pedestrian and bicycle safety. The second step was to identify the appropriate analytical methods to use based on the unavailability of the necessary roadway elements. Lastly, the team began building a level of comfort tool for pedestrians and bicyclists. Wayne County was used as the model county for this project. Due to the lack of data the only piece that was completed was the dataset for presence/absence of crosswalk, traffic lights and bike lanes for all intersections in Wayne County. This project was not funded in FY2020 so the state model will not be completed.

TRAFFIC RECORDS PROGRAM ASSESSMENT RECOMMENDATION IMPLEMENTATION

Section 405(c) FAST Act Traffic Records Data Program
TR-19-07; Awarded: \$0; Expended: \$0

BACKGROUND

Accurate, timely, and accessible crash data is a critical component in helping to make roadways safer for all residents and modes of transportation. Michigan conducted a Traffic

Records Program Assessment during FY2015, as well as developed a five-year strategic plan. The OHSP will work with traffic records partners on the implementation of projects to address assessment recommendations.

PROJECT GOAL AND RESULT

- Implement at least 40 percent of the recommendations from the Traffic Records Program Assessment by September 30, 2019. **Goal not achieved**

The OHSP has continued to work with the Traffic Records Coordinating Committee (TRCC) and other traffic safety partners to implement strategies identified in the TRCC Strategic Plan addressing the Traffic Records Assessment recommendations. The traffic records partners for the crash, roadway, and driver/vehicle databases have begun efforts to implement seven of the 24 (29 percent) strategies identified in the strategic plan. This number was slightly lower than FY2018. Additional projects were identified; however, there was not ample time to complete them in FY2019. These projects will begin in FY2020. The TRCC continues to reach out via partners seeking new traffic records project proposals for FY2020.

IMPROVING THE COMPLETENESS OF PEDESTRIAN AND BICYCLE EXPOSURE DATA – PHASE 2

Section 402 FAST Act
TR-19-08; Awarded: \$38,197; Expended: \$38,197

BACKGROUND

To develop and conduct a one-day program to validate phase one of the project which created a pedestrian and bicyclist risk exposure tool. This will allow participants across the state who are interested in pedestrian and bicyclist safety to give feedback on long-term tool adoption, familiarity, and use to prioritize effective pedestrian and bicyclist safety countermeasures.

Funding will support the salaries, fringe benefits, and indirect cost rate of the researchers to complete the project goals.

PROJECT GOAL AND RESULT

- Implementation of data-driven validation and training for pedestrian and bicyclist risk and exposure estimation model by September 30, 2019. **Goal achieved**

The data-driven validation of the pedestrian and bicyclist tool spanned over a period of two years with the first focusing on identifying practitioners who could provide meaningful input. In the second phase, selected individuals were invited to participate in an in-person training and interview session to collect data on the aspects of the tool. This included 66 individual survey results, which led to 34 individuals being invited to attend the group training and interview sessions. During the in-person sessions, one of the

project team members helped the attendees walk through the tool using slide-based demonstrations and allowing the participants to follow along. At the end of the training the participants were given time to work with the tool by themselves followed by the discussion session. Most participants agreed that this tool filled an existing void in pedestrian and bicyclist volume and risk estimation across the state, particularly for county-based agencies and advocacy groups. Without many resources, this tool helped them to identify hotspots remotely and then do a field check to ascertain safety improvements needed. However, it was reported that the usefulness of the tool would be largely dependent on keeping the backend data sources updated and relevant.

EDUCATION AND COMMUNICATION

MICHIGAN TRAFFIC CRASH FACTS (MTCF)

Section 402 FAST Act Traffic Records

TR-19-04; Awarded: \$671,544; Expended: \$671,544

BACKGROUND

Michigan's traffic crash data is used to identify and analyze problems, implement countermeasures, and evaluate impact. The MTCF website is updated annually by the University of Michigan Transportation Research Institute (UMTRI) to provide comprehensive traffic crash data and reports. Since its launch in 2004, many enhancements have been made. Funding will support data analysis, technical assistance, and completion of the county map query output and the sorting tool.

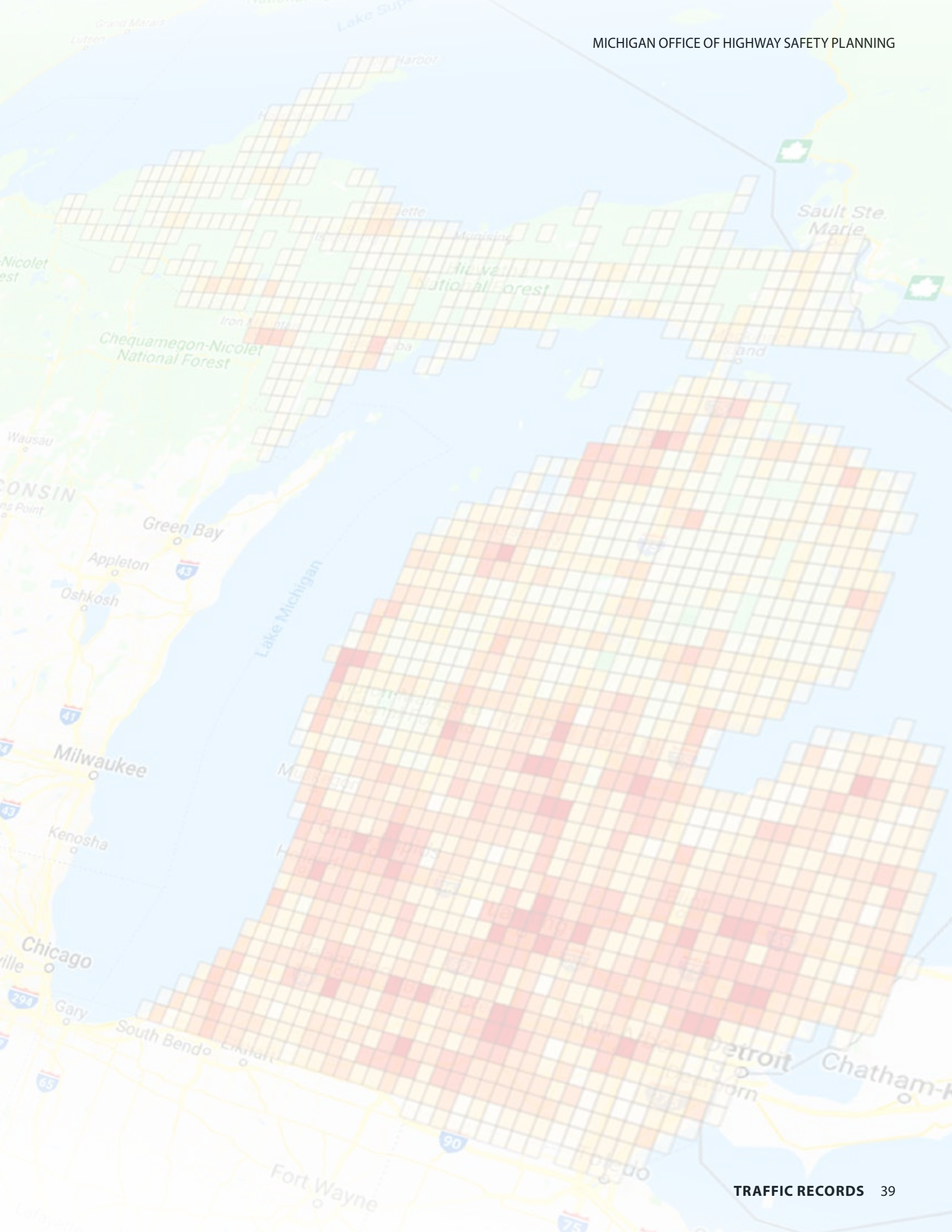
PROJECT GOAL AND RESULT

- Produce the 2018 traffic crash data on the MTCF website, including reports, profiles, and new data query capabilities by September 30, 2019. **Goal achieved**

The UMTRI provided the 2018 MTCF fact books, fact sheets, profiles, web content, web analysis tools, and Strategic Highway Safety Planning (SHSP) Action Team information. Enhancements and improvements to the MTCF publications, website, and data query tool have also been implemented to include the addition of selecting a geographic location to a predefined area, such as a city or college campus, the ability to export an output from MTCF onto a third-party site, and output enhancements to the charts, tables, lists, crash maps, and calendars which allow for side-by-side data element comparisons.

The UMTRI continued to provide one part-time statistician to provide in-depth crash data analysis for 87 requests as well as crash data presentations at various traffic safety partner meetings, including regional Traffic Safety Network meetings and the SHSP action team meetings.

The MTCF website had 123,827 page views, 109,248 queries on the data query tool, and 3,979 publication requests.



MIC

STATE OF MICHIGAN
ENFORCEMENT
EDUCATION
SAFETY
ACTION
ISSUES
FATALITIES
DRIVERS
CRASHES
EMERGENCY
SERVICES
AND
TRANSPORTATION

24TH ANNUAL
MICHIGAN TRAFFIC SAFETY
SUMMIT

Community Programs

The OHSP engages partners at the state and local levels to supplement engagement, messaging, and traffic safety enforcement efforts. Statewide campaigns build brand and message awareness.

The OHSP public information campaigns and activities are designed to promote traffic safety, seat belt use, and sober driving. As a result, public information needs arise throughout the year to support communication efforts, campaigns, and media activities. This can include services such as acquisition of additional public information materials, replacement of outdated items, response to questions, or communications through newsletters and other distribution systems.

PROGRAM GOALS

- *To reduce fatalities from 1,028 in 2017 to 1,023.2 fatalities by December 31, 2019.*
- *To reduce serious injuries from 6,084 in 2017 to 5,406.8 serious injuries by December 31, 2019.*
- *To reduce the 1.07 fatalities/VMT rate in 2017 to 1.02 fatalities/VMT rate by December 31, 2019.*
- *To reduce unrestrained passenger vehicle occupant fatalities from 187 fatalities in 2017 to 184 fatalities by December 31, 2019.*
- *To reduce fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dl or higher from 236 fatalities in 2016 to 201 fatalities by December 31, 2019.*
- *To prevent speeding-related fatalities from increasing from 245 fatalities in 2016 to no more than 260 fatalities by December 31, 2019.*
- *To reduce motorcyclist fatalities from 143 fatalities in 2017 to 125 fatalities by December 31, 2019.*
- *To prevent unhelmeted motorcyclist fatalities from increasing from 64 fatalities in 2017 to no more than 95 fatalities by December 31, 2019.*
- *To reduce drivers age 20 or younger involved in fatal crashes from 121 fatalities in 2017 to 104 fatalities by December 31, 2019.*
- *To prevent pedestrian fatalities from increasing from 158 fatalities in 2017 to no more than 178 fatalities by December 31, 2019.*
- *To prevent bicyclist fatalities from increasing from 21 fatalities in 2017 to no more than 28 fatalities by December 31, 2019.*
- *To increase the stateside seat belt use rate from 94.1 percent in 2017 to 98 percent by December 31, 2019.*
- *To reduce the number of crashes involving alcohol- or drug-impaired motorcyclists from 236 in 2017 to 197 by December 31, 2019.*
- *To prevent impaired motorcyclist fatalities from increasing from 45 fatalities in 2017 to no more than 46 fatalities by December 31, 2019.*

(Above goals are the FY2019 Michigan HSP Core Performance Goals)

EDUCATION AND COMMUNICATION

IN-HOUSE PUBLIC INFORMATION AND EDUCATION

Section 405(b) FAST Act Occupant Protection High Community Safety Project

CP-19-03; Awarded: \$90,000; Expended: \$55,833

BACKGROUND

The OHSP Communications Section implements public information and earned media activities to promote seat belt use, sober driving, child passenger safety, motorcycle safety, and other traffic safety issues. This includes publishing a traffic safety newsletter, developing brochures, fliers, posters, and other materials as well as supporting conferences.

PROJECT GOAL AND RESULT

- Reprint and redesign materials as needed for distribution through the OHSP warehouse by September 30, 2019. **Goal achieved**

The OHSP conducted a review of all print materials, making updates and changes where needed. In addition, the OHSP materials catalog was revised to reflect current print materials available to the public. The printed catalog was also replaced by an online version.

MATERIALS STORAGE AND DISTRIBUTION

Section 402 FAST Act Community Safety Project

CP-19-04; Awarded: \$163,111; Expended: \$133,433

BACKGROUND

For more than 25 years, the OHSP has provided free traffic safety materials to traffic safety partners, advocates, and stakeholders. Approximately 60 publications are offered on drunk driving, seat belts, pedestrian and bicyclist safety, and car seats. More than 1 million print pieces are shipped each year, with the most popular items being car seat information. Most items are available in English, Arabic, and Spanish. The OHSP maintains and regularly updates a traffic safety materials online catalog to provide the most current traffic safety information to the public. The OHSP also loans traffic safety costumes, Vince and Larry crash test dummies and Click It the Cricket, to help promote seat belt use.

PROJECT GOAL AND RESULT

- Provide free traffic safety materials to Michigan law enforcement, schools, healthcare organizations, and the public by September 30, 2019. **Goal achieved**

Eleven special mailings were shipped to 5,211 locations (including law enforcement agencies, high schools, child passenger safety partners, libraries, government agencies, and businesses) for a total of 73,330 items.

Safety partners and the public requested 395,261 items, a decrease of 44,455 items from FY2018. In addition, crash test dummy costumes were borrowed 20 times and Click It the Cricket costumes were borrowed 15 times.

As the fiscal year ended, an online catalog, replacing a paper catalog, of traffic safety materials was made available for the public and stakeholders.

COMMUNICATIONS ACCOUNT MANAGEMENT AND STRATEGIC COUNSEL

Section 405(b) FAST Act Occupant Protection High Community Safety Project

CP-19-03; Awarded: \$85,000; Expended: \$70,530

BACKGROUND

The OHSP relies on strategic counsel for communications projects of a small nature as well as those that arise outside the annual planning process.

PROJECT GOAL AND RESULT

- Provide strategic counsel, when needed, for anticipated communication issues and projects that arise through September 30, 2019. **Goal achieved**

For communications campaigns, the OHSP uses the services of a professional marketing and advertising firm to conduct research, develop creative concepts and finished campaign assets, and plan and place paid media advertising.

Services range from providing recommendations for future projects and strategy to advising the OHSP on new social media trends and tools. The marketing agency provided copy editing services for the AER.

UPPER PENINSULA (U.P.) PROGRAM

Section 402 FAST Act Community Safety Project

CP-19-01; Awarded: \$26,000; Expended: \$0

BACKGROUND

The OHSP supports traffic safety efforts in the U.P.'s 15 counties. Between 2012-2016, there were 45,390 crashes, with 149 persons killed and 8,445 people injured.

According to the U.S. Census Bureau, an estimated 19 percent of the U.S. population lives in rural areas, yet rural fatalities account for 49 percent of all traffic fatalities. While the U.P. area does not encompass all rural areas of Michigan, its geographic isolation from urban centers provides fewer opportunities for resources to combat traffic fatalities and injuries, including training, programming, messaging, and enforcement.

PROJECT GOAL AND RESULT

- Reduce traffic fatalities and injuries by 1 percent in the U.P. by September 30, 2019. **Goal achieved**

The provisional number of traffic fatalities and injuries in the U.P. from Jan. 1 2019, to Sept. 30, 2019, is 515.

LAW ENFORCEMENT TRAINING FOR THE U.P.

Section 402 FAST Act Community Safety Project

CP-19-01; Awarded: \$3,000; Expended: \$736

BACKGROUND

The OHSP supports traffic safety efforts in the U.P.'s 15 counties. Traffic safety laws change, and technology is becoming more sophisticated. Training enables law enforcement officers to understand current and emerging issues to make traffic enforcement a priority. Revenue sharing reductions and budget cuts have required many departments to reduce staff.

It can be challenging for agencies to find resources to send law enforcement officers out of the local area for specialized training. This was expressed at the 2016 NHTSA Law Enforcement Roundtable meeting in Lansing when administrators reported that the biggest hurdle to sending officers to training is the lack of available personnel to backfill positions while others are away.

The April 2018 Northern Law Enforcement Officers Training Needs survey showed an interest for specialized training for law enforcement officers in the areas of impaired driving detection (especially drugs), recognizing indicators of drug impairment, hidden compartments/concealment on traffic stops, and officer safety.

This strategy will provide funding to support training programs in the U.P. for law enforcement officers, administrators, and allied partners.

PROJECT GOALS AND RESULTS

- Reduce traffic fatalities and injuries by 1 percent in the U.P. by September 30, 2019. **Goal achieved**
- Provide two Below 100 training programs in the U.P. to at least 40 law enforcement officers by September 30, 2019. **Goal achieved**
- Provide one ARIDE/ARIDE refresher course in the U.P. to at least 40 law enforcement officers by September 30, 2019. **Goal achieved**
- Provide one regional traffic safety conference in the U.P. to at least 50 total traffic safety partners by September 30, 2019. **Goal not achieved**

The provisional number of traffic fatalities and injuries in the U.P. from Jan. 1, 2019, to Sept. 30, 2019, is 515.

Two Below 100 training programs were conducted in Mackinaw City and Houghton for 70 Northern Michigan law enforcement officers.

Two ARIDE training courses were held in Marquette and Ironwood for 54 Northern Michigan law enforcement officers.

The regional traffic safety conference was postponed until FY2020. Support for a conference of this type was not secured in FY2019, as allied partners participate in Upper Peninsula Traffic Safety Network meetings and this was seen to be a duplication of efforts.

FORMAT



TVlogic

LV-M-171W

ANALOG	DVI	SCAN	ASPECT	MARKER	H/V DELAY	BLUE ONLY	PHASE	W-FORM	MENU	ENTER
SDI-A	SDI-B									

APERTURE

Paid Advertising

BACKGROUND

Earned media ensures widespread awareness of special traffic enforcement efforts. News stories are credible with the public and are an effective way to reach a wide population base. Unlike advertising, earned media often carries more weight and credibility in the minds of consumers because it is delivered through the recognized filter of a credible third-party organization or person. However, it is challenging to reach crucial groups solely through a news-only strategy.

The OHSP follows the traffic enforcement mobilization model established by the NHTSA. This model calls for paid advertising starting a week prior to enforcement and continuing through the first week of enforcement. The timing allows motorists a warning period before enforcement begins.

Paid advertising guarantees messages will be seen on stations, programs, and websites that appeal to the target group. Advertising programming is selected based on its efficiency and effectiveness.

Young men, approximately 18-34, remain the focus of messaging efforts for both seat belt and drunk driving enforcement. Advertising mediums included radio, television, and cable programs as well as billboards, and websites popular with young males. Men between the ages of 50-70 are the focus of messaging efforts to decrease fatalities and injuries of alcohol-involved crashes on motorcycles. Advertising mediums included television and cable programs, as well as outdoor advertising and social media.

RESULTS

MAY SEAT BELT. CLICK IT OR TICKET

Police in my community are writing more seat belt tickets now than they were a few months ago.

(strongly agree/somewhat agree)

	2017		2018*		2019	
	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY
General population	21.8%	26.8%	n/a	n/a	17.3%	29.8%
Young men	30.7%	31.3%	n/a	n/a	20.6%	28.0%

Assume for a moment that you do not use your seat belt AT ALL while driving over the next six months. What are the chances you will receive a ticket for NOT wearing your seat belt?

(very likely/somewhat likely)

	2017		2018*		2019	
	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY
General population	60.3%	58.2%	n/a	n/a	60.1%	55.8%
Young men	53.3%	54.8%	n/a	n/a	58.0%	56.7%

In the past 30 days, have you seen or heard of any special effort by police to ticket drivers in your community for seat belt violations?

(strongly agree/somewhat agree)

	2017		2018*		2019	
	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY
General population	11.0%	25.8%	n/a	n/a	11.0%	26.5%
Young men	15.3%	24.0%	n/a	n/a	12.0%	21.3%

A safety belt enforcement zone is a stretch of roadway marked by signs in which several police cars work as a team to ticket unbelted drivers. In the past 30 days, have you seen a safety belt enforcement zone? (yes)

	2017		2018*		2019	
	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY
General population	10.5%	21.5%	n/a	n/a	11.0%	13.0%
Young men	22.7%	24.7%	n/a	n/a	23.3%	19.3%

Would you say that the number of these messages you have seen or heard in the past 30 days is more than usual, fewer than usual, or about the same?

(More than usual)

	2017		2018*		2019	
	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY
General population	9.0%	20.0%	n/a	n/a	9.0%	19.0%
Young men	9.3%	20.0%	n/a	n/a	5.9%	21.9%

Do you recall hearing or seeing the following slogans in the past 30 days?

(Click It or Ticket) (yes)

	2017		2018*		2019	
	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY
General population	72.0%	78.3%	n/a	n/a	67.5%	75.0%
Young men	78.0%	84.7%	n/a	n/a	76.7%	86.7%

*No surveys were taken in 2018 because paid advertising for the *Click It or Ticket* campaign was canceled in 2018 due to fiscal reasons.

AUGUST DRUNK DRIVING. DRIVE SOBER OR GET PULLED OVER

Police in my community are arresting more people for drunk driving now than they were a few months ago.

(Strongly agree/somewhat agree)

	2017		2018		2019	
	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY
General population	25.6%	30.6%	25.8%	29.6%	26.5%	25.8%
Young men	34.6%	44.7%	38.0%	36.7%	38.0%	44.0%

Have you heard of any special enforcement in the past 30 days related to police efforts to arrest drunk drivers? (yes)

	2017		2018		2019	
	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY
General population	15.3%	18.0%	18.5%	17.0%	18.8%	19.8%
Young men	19.3%	19.3%	15.3%	25.3%	16.7%	24.0%

Would you say that the number of these messages you have seen or heard in the past 30 days is more than usual, fewer than usual, or about the same?

(More than usual)

	2017		2018		2019	
	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY
General population	8.4%	11.6%	9.6%	11.8%	13.1%	19.9%
Young men	8.5%	16.8%	10.0%	20.9%	5.9%	26.4%

Do you recall hearing or seeing the following slogans in the past 30 days?

(Drive Sober or Get Pulled Over) (yes)

	2017		2018		2019	
	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY
General population	49.8%	58.5%	53.8%	53.8%	54.3%	54.5%
Young men	72.7%		79.3%	69.3%	68.7%	70.0%

IMPAIRED MOTORCYCLE RIDING. *FALLEN BROTHERS*

Do you recall hearing or seeing the following slogan in the past 30 days?

(Ride Sober) (yes)

	2018*		2019	
	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY
General population	N/A	50.8%	48.5%	61.5%

DECEMBER IMPAIRED DRIVING ENFORCEMENT SUMMARY

Digital Target: Men 21-34

Geo-Targeted: State of Michigan with emphasis on Detroit, Grand Rapids, Flint, and Saginaw/Bay City

Flight Dates: December 13 - December 31

SITES	IMPRESSIONS	CPM	ADDED VALUE IMPRESSIONS	TOTAL \$\$ (NET)
Mobile	2,185,579	\$8.90	119,719	\$19,450
Connected TV	666,931	\$29.99	-	\$20,000
YouTube	401,722	\$12.45	-	\$5,000
Facebook/Instagram	219,951	\$6.82	-	\$1,500
Twitter	104,869	\$7.15	-	\$750
Totals	3,579,052	\$13.05	119,719	\$46,700.00
			Assessed Value Added:	\$2,217.00

Total Impaired Driving Media Spend: \$46,700.00

Total Assessed Value Added: \$2,217.00

Total Impressions Delivered: 3,698,771

JULY IMPAIRED DRIVING ENFORCEMENT SUMMARY

Digital Target: Men 21-34

Geo-Targeted: State of Michigan with emphasis on Detroit,
Grand Rapids, Flint, and Saginaw/Bay City

Flight Dates: July 1 - July 14

SITES	IMPRESSIONS	CPM	ADDED VALUE IMPRESSIONS	TOTAL \$\$ (NET)
Connected TV	531,746	\$31.50	108,719	\$16,750
YouTube	1,053,021	\$4.75	-	\$5,000
Facebook/ Instagram	564,974	\$3.54	-	\$2,000
Snapchat	331,637	\$2.26	-	\$750
Totals	2,481,378	\$9.87	108,719	\$24,500.00
			Assessed Value Added:	\$3,424.00

Total Impaired Driving Media Spend: \$24,500.00

Total Assessed Value Added: \$3,424.00

Total Impressions Delivered: 2,590,097

AUGUST IMPAIRED DRIVING ENFORCEMENT SUMMARY

Radio Target: Men 21-34

Flight Dates: August 12 - September 1

MARKET	REACH	FREQUENCY	IMPRESSIONS	TOTAL SPOTS PAID :60	ADDED VALUE :60 SPOTS	ADDED VALUE :05, :10 AND :15 SPONSORSHIPS	TOTAL \$\$ (NET)
Ann Arbor	X	X	X	258	33	-	\$5,752.80
Detroit	81.4%	7.6	2,336,000	1,020	36	163	\$95,561.25
Flint	66.7%	7.8	172,000	733	39	-	\$7,968.75
Grand Rapids	59.8%	7.5	403,000	549	39	-	\$25,066.50
Kalamazoo	57.8%	7.5	123,000	453	18	-	\$6,974.25
Lansing	63.3%	7.2	209,000	453	48	-	\$12,283.35
Marquette	X	X	X	420	87	-	\$7,698.45
Muskegon	68.1%	9.4	98,000	513	96	-	\$2,422.50
Saginaw	58.3%	7.2	137,000	252	27	-	\$8,912.25
Traverse City	61.0%	6.5	104,000	448	57	-	\$8,316.40
Totals:			3,582,000	5,099	480	163	\$180,956.50
						Assessed Value Added:	\$19,020.00

Fox Sports Statewide Target: Men 21-34**Flight Dates:** August 8 - August 29

MARKET	REACH	FREQUENCY	IMPRESSIONS	TOTAL SPOTS PAID :30	ADDED VALUE :30 SPOTS	ADDED VALUE :05, :10 AND :15 SPONSORSHIPS	TOTAL \$\$ (NET)
WJBK - Detroit Lions	29.1%	2.1	227,000	15	-	-	\$42,967.50
Totals:			225,000	15	0	0	\$42,967.50
						Assessed Value Added:	\$0.00

Digital Target: Men 21-34**Flight Dates:** August 5 - September 2

SITES	IMPRESSIONS	CPM	ADDED VALUE IMPRESSIONS	TOTAL \$\$ (NET)
Hispanic - Digital	1,490,096	\$13.42	93,309	\$20,000.00
Mobile	1,071,429	\$70.00	758,489	\$75,000.00
Connected TV	2,475,409	\$34.42	-	\$85,195.11
Podcasts	1,333,333	\$15.00	160,474	\$20,000.00
Twitch	1,513,571	\$33.03	91,493	\$50,000.00
Spotify	1,011,955	\$34.59	-	\$35,000.00
Pandora	1,087,509	\$16.55	569,644	\$18,000.00
Hulu	1,060,606	\$33.00	33,468	\$35,000.00
Vevo	1,014,654	\$28.60	-	\$29,018.56
Facebook/ Instagram	482,484	\$10.36	-	\$5,000.00
Snapchat	667,603	\$3.00	-	\$2,000.00
Twitter	341,062	\$8.80	-	\$3,000.00
Totals:	13,549,711	\$27.84	1,706,877	\$377,213.67
		Assessed Value Added:		\$18,899.00

Outdoor Target: Men 21-34**Geo-Targeted:** Select markets and gas stations/bars throughout Michigan**Flight Dates:** August 5 - September 2

MARKET	NUMBER OF BOARDS/GAS STATIONS	IMPRESSIONS	ADDED VALUE BOARDS	TOTAL \$\$ (NET)
Gas Station TV	305	2,175,140	-	\$50,000.00
Bar Posters	140	712,880	-	\$22,050.00
Digital Truck	2	1,800,000	-	\$16,500.00
Concert Venue - DTE	Pavilion/ Concession Stand	149,830	-	\$20,000.00
Totals:	447	4,837,850	0	\$108,550.00
Assessed Value Added				\$52,900.00

Total Impaired Driving Media Spend:	\$709,688
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Total Assessed Value Added:	\$90,819
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Total Impressions Delivered:	23,901,438
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SHADOW RIDER SUMMARY**Social Target:** Men 45-60 who are a Michigan rider/bike owner who are not endorsed and age 25+ who have a motorcycle brand interest**Geo-Targeted:** State of Michigan with emphasis in Detroit, Grand Rapids, Flint, Kalamazoo, Muskegon, Jackson and Lansing**Flight Dates:** February - July

SITES	IMPRESSIONS	CPM	ADDED VALUE IMPRESSIONS	TOTAL \$\$ (NET)
Facebook/ Instagram	2,021,902	\$5.98	-	\$12,100
Twitter	370,431	\$12.64	-	\$4,683
Totals	2,392,333	-	-	\$16,782.50
Assessed Value Added:				\$0.00

Total Shadow Rider Media Spend:	\$16,782.50
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Total Assessed Value Added:	\$0.00
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Total Impressions Delivered:	2,392,333
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RIDERCOACH SUMMARY

Social Target: Motorcycle riders (age 25+ & men 50+) interested in becoming a RiderCoach

Geo-Targeted: Grand Rapids, Lansing, Traverse City, Marquette, Detroit, and Flint/Saginaw DMAs

Flight Dates: January - May

SITES	IMPRESSIONS	CPM	ADDED VALUE IMPRESSIONS	TOTAL \$\$ (NET)
Facebook/Instagram	455,750	\$8.78	-	\$4,000
Twitter	183,244	\$10.69	-	\$1,958
Totals	638,994	-		\$5,958.40
Assessed Value Added:				\$0.00

Total RiderCoach Media Spend: \$5,958.40

Total Assessed Value Added: \$0.00

Total Impressions Delivered: 638,994

MOTORCYCLE IMPAIRED ENFORCEMENT SUMMARY

Cable Target: Men 50-70

Flight Dates: June 24 - July 21

MARKET	REACH	FREQUENCY	IMPRESSIONS	TOTAL SPOTS PAID :60	ADDED VALUE :30 SPOTS	ADDED VALUE TAGGABLES SPONSORSHIPS	TOTAL \$\$ (NET)
Detroit	50.5%	3.1	1,066,400	179	0	100	\$55,972.50
Flint	42.2%	4.0	425,900	226	75	-	\$12,027.50
Grand Rapids	38.2%	4.3	553,315	608	75	-	\$21,998.00
Totals:			2,045,615	1,013	150	100	\$89,998.00
Assessed Value Added:							\$26,973.00

Fox Sports Statewide Target: Men 50-70

Flight Dates: June 17 - July 31

MARKET	REACH	FREQUENCY	IMPRESSIONS	TOTAL SPOTS PAID :30	ADDED VALUE :30 SPOTS	ADDED VALUE :05, :10 AND :15 SPONSORSHIPS	TOTAL \$\$ (NET)
Fox Sports	61.4%	2.5	1,966,000	60	201	-	\$60,095.00
Totals:			1,966,000	60	201	0	\$60,095.00
Assessed Value Added:							\$16,873.00

Social Target: Men 50-70 in Michigan who are interested in motorcycles**Flight Dates:** June 17 - August 4

SITES	IMPRESSIONS	CPM	ADDED VALUE IMPRESSIONS	TOTAL \$\$ (NET)
Facebook/ Instagram	366,105	\$6.62	-	\$2,425.00
Totals:	366,105	\$6.62	0	\$2,425.00
			Assessed Value Added:	\$0.00

Outdoor Target: Men 50-70**Geo-Targeted:** I-94, I-75, I-69, I-96 highways in Michigan and downtown Grand Rapids/Flint areas**Flight Dates:** June 17 - August 18

MARKET	NUMBER OF BOARDS/GAS STATIONS	IMPRESSIONS	ADDED VALUE BOARDS	TOTAL \$\$ (NET)
Outdoor	45	48,626,689	3	
Totals:	45	48,626,689	3	\$67,000.00
			Assessed Value Added:	\$15,028.49

Total Motorcycle Impaired Media Spend: \$219,518**Total Assessed Value Added: \$58,874.49****Total Impressions Delivered: 53,004,409**

CLICK IT OR TICKET ENFORCEMENT SUMMARY**Radio Target:** Men 18-34**Flight Dates:** May 15 - June 2

MARKET	REACH	FREQUENCY	IMPRESSIONS	TOTAL SPOTS PAID :60	ADDED VALUE :60 SPOTS	ADDED VALUE :05, :10 AND :15 SPONSORSHIPS	TOTAL \$\$ (NET)
Detroit	78.1%	6.4	2,514,220	960	9	183	\$90,945.75
Flint	58.2%	6.4	205,640	389	21	-	\$8,247.79
Grand Rapids	69.8%	8.2	790,900	759	63	-	\$20,760.83
Kalamazoo	58.5%	7.3	209,840	528	30	-	\$10,022.53
Lansing	60.5%	7.5	374,600	403	54	-	\$14,241.13
Marquette	X	X	X	390	66	-	\$8,360.29
Muskegon	60.4%	7.8	138,800	592	24	-	\$3,996.27
Saginaw	65.3%	7.6	249,540	380	48	-	\$12,901.35
Traverse City	66.0%	7.4	205,060	784	66	-	\$11,248.27
Totals:			4,688,600	5,185	381	183	\$180,724.21
						Assessed Value Added:	\$17,195.00

Fox Sports Statewide Target: Men 18-34
Flight Dates: May 20 - June 2

MARKET	REACH	FREQUENCY	IMPRESSIONS	TOTAL SPOTS PAID :30	ADDED VALUE :30 SPOTS	ADDED VALUE :05, :10 AND :15 SPONSORSHIPS	TOTAL \$\$ (NET)
Fox Sports	42.2%	2.2	627,000	83	58	-	\$61,625.00
Totals:			627,000	83	58	0	\$61,625.00
Assessed Value Added:							\$7,000.00

Digital Target: Men 18-34
Flight Dates: May 6 - June 2

SITES	IMPRESSIONS	CPM	ADDED VALUE IMPRESSIONS	TOTAL \$\$ (NET)
Radio Endorsements	2,438,744	\$26.05	-	\$63,524.00
Mobile	6,849,612	\$7.90	210,997	\$54,100.00
Connected TV	1,250,000	\$32.00	26,025	\$40,000.00
Spotify	1,491,856	\$20.11	-	\$30,000.00
Pandora	1,316,534	\$30.38	-	\$40,000.00
Hulu	685,560	\$43.76	19,148	\$30,000.00
YouTube	498,644	\$10.85	-	\$5,409.00
Facebook/Instagram	206,300	\$9.69	-	\$2,000.00
Twitter	292,417	\$5.13	-	\$1,500.00
Totals:	15,029,667	\$17.73	256,170	\$266,533.00
Assessed Value Added:				\$6,870.00

Outdoor Target: Men 18-34**Geo-Targeted:** along I-94, I-75, I-69,

I-96, M-6, M-14, US-131 highways and gas stations throughout Michigan

Flight Dates: May 6 - June 2

MARKET	NUMBER OF BOARDS/GAS STATIONS	IMPRESSIONS	ADDED VALUE BOARDS	TOTAL \$\$ (NET)
Gas Station TV	504	2,552,678	504	\$50,000.00
Gas Pump Toppers	56	11,440,800	56	\$20,692.00
Outdoor	25	9,724,864	-	\$30,000.00
Side Walk Chalk	200	4,000,000	-	\$44,000.00
Concert Venue - DTE	Pavilion/ Concession Stand	50,000	-	\$20,000.00
Detroit Tigers Partnership	In-Stadium/ Social Media	1,053,020	-	\$75,000.00
Totals:	785	28,821,362	560	\$239,692.00
Assessed Value Added:				\$70,692.00

Total Click It or Ticket Media Spend:	\$748,574
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Total Assessed Value Added:	\$101,757
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Total Impressions Delivered:	49,422,799
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PEDESTRIAN SAFETY/MOTORIST PUBLIC EDUCATION SUMMARY

Broadcasting Target: Age 18+

Flight Dates: May - September

MARKET	IMPRESSIONS	TOTAL \$\$ (NET)
MAB Radio/TV	26,665,271	\$141,000.00
MCTA	3,115,471	\$16,875.00
Totals:	29,780,742	\$157,875.00
Assessed Value Added:		\$681,207.22

Digital Target: Men 25-64 in Michigan

Flight Dates: March - September

SITES	IMPRESSIONS	CPM	ADDED VALUE IMPRESSIONS	TOTAL \$\$ (NET)
Mobile	3,056,226	\$10.80	119,567	\$33,000.00
Spotify	1,011,894	\$24.71	61	\$25,000.00
YouTube	930,897	\$12.23	-	\$11,385.00
Facebook/ Instagram	668,634	\$8.38	-	\$5,600.00
Twitter	299,500	\$6.68	-	\$2,000.00
Totals:	5,967,151	\$12.90	119,628	\$76,985.00
		Assessed Value Added:		\$5,000.00

Outdoor Target: Men 25-64

Geo-Targeted: I-94, I-75, I-69, I-96, M-6, M-14,
US-131 highways and gas stations throughout Michigan

Flight Dates: May-September

MARKET	NUMBER OF BOARDS/GAS STATIONS	IMPRESSIONS	ADDED VALUE BOARDS	TOTAL \$\$ (NET)
Outdoor	40	19,853,756	-	\$31,240.00
Transit	162	14,800,925	-	\$41,900.00
MoGo	8	1,120,000	-	\$10,000.00
Backpack Canvas	42 shifts	53,852	-	\$14,600.00
Gas Station TV	225	3,486,114	-	\$30,000.00
Totals:	210	39,314,647	0	\$127,740.00
		Assessed Value Added:		\$34,170.51

Total Pedestrian Safety Media Spend: \$362,600

Total Assessed Value Added: \$720,377.73

Total Impressions Delivered: 75,182,168



Driver Education

Driver education involves improving driver behavior directly by teaching better driving skills, improving safety awareness, and motivating individuals to drive safely.

Young drivers are learning basic skills for the very first time. Senior drivers are often at greater risk due to loss of muscle mass and bone strength, which increase the chances of injury or death in a traffic crash.

PROGRAM GOALS

- *To reduce fatalities from 1,028 in 2017 to 1,023.2 fatalities by December 31, 2019.*
- *To reduce serious injuries from 6,084 in 2017 to 5,406.8 serious injuries by December 31, 2019.*
- *To reduce the 1.07 fatalities/VMT rate in 2017 to 1.02 fatalities/VMT rate by December 31, 2019.*
- *To reduce unrestrained passenger vehicle occupant fatalities from 187 fatalities in 2017 to 184 fatalities by December 31, 2019.*
- *To reduce the number of drivers age 20 or younger involved in fatal crashes from 121 in 2017 to 104 by December 31, 2019.*
- *To increase the stateside seat belt use rate from 94.1 percent in 2017 to 98 percent by December 31, 2019.*

(Above goals are the FY2019 Michigan HSP Core Performance Goals)

EDUCATION AND COMMUNICATION

STRIVE FOR A SAFER DRIVE (S4SD) PROGRAMS

Section 402 FAST Act Driver Education

DE-19-01; Awarded: \$78,993; Expended: \$66,871

BACKGROUND

The OHSP collaborated with Ford Driving Skills for Life to continue the school-based teen traffic safety program aimed at reducing teen traffic crashes, fatalities, and injuries. Participating high schools develop teen peer-to-peer traffic safety campaigns and compete with other schools to earn prizes. These schools are invited to attend a Ford Ride and Drive event in the spring.

PROJECT GOALS AND RESULTS

- Reduce the percentage of fatal crashes with a driver age 20 or younger represented by the top 21 counties by 14 percent from 121 in 2017 to 104 in 2019 by September 30, 2019. **Goal achieved**
- Establish a S4SD high school peer-to-peer safe driving program in at least 60 schools by September 30, 2019. **Goal achieved**

The provisional number of drivers age 20 or younger involved in a fatal crash from Jan. 1, 2019, to Sept. 30, 2019, is 98. Sixty-three high schools each received \$1,000 to create a student-led, peer-to-peer traffic safety awareness campaign.

Students selected and created a campaign focused on either distracted driving, seat belts, underage drinking/impaired driving, speeding, or winter driving. Some student-led campaigns involved outreach with elementary school children, special messaging and traffic safety education to parents, as well as community programming at sporting events and safety fairs. Students conducted activities between December and March before submitting a final report.

New resources to promote the program were introduced and included a video depicting past campaigns and the Ride and Drive Event, and a public information and education brochure. News releases throughout the program garnered an abundance of media attention. More than 87,000 students learned about S4SD.

Top schools were selected based on creativity, execution, and compliance with the S4SD participation requirements. The top five winning high schools were West Shore ESD Career and Technical Education Center, Fraser High School, Lake Shore High School, Grand Ledge High School, and Anchor Bay High School, respectively. The top five campaigns received a cash prize ranging from \$500-\$1,500 as well as a plaque to display in their school.

Nearly 200 students from participating schools attended a free, hands-on driving clinic with professional driving instructors at the Ford Motor Company Michigan Proving Grounds. Students experienced firsthand defensive driving skills in a safe environment. Professional drivers instructed students in hazard recognition, vehicle handling, speed and space management, and the dangers of distracted and impaired driving.

PILOT PARENTAL INVOLVEMENT IN GRADUATED DRIVER LICENSING (GDL)/ DRIVER EDUCATION PROGRAM

Section 405(b) FAST Act Occupant Protection Driver Education High

DE-19-02; Awarded: \$50,000; Expended: \$50,000

BACKGROUND

The Michigan Department of State (MDOS) is working with a contracted vendor to develop, implement, and evaluate a Pilot Parental Involvement in GDL/Driver Education Program for possible long-term implementation. The project aims to develop a Driver Education (DE) Segment 1 Parent Meeting; to improve the quality of supervised driving; motivate parental involvement throughout the process; support GDL, especially practice under low risk conditions; and encourage cooperation between driver education instructors and parents. An evaluation study will include multiple survey waves of parents and teens and analysis of teen crash and driving records. This is the first year of a three-year project.

PROJECT GOAL AND RESULT

- Develop content for Segment 1 and implementation plans by September 30, 2019. **Goal achieved**

The UMTRI was selected to develop, implement, and evaluate a pilot program for parental involvement in GDL/DE. The UMTRI conducted an academic literature review of more than 90 articles, reports, and other programs used by state and community organizations to gather information on best practices. The UMTRI also identified potential driver education partners in the study area to start developing the recruitment and implementation plans. The team met with these partners to make sure their perspectives were considered during plan development. Once the recruitment and implementation plans were approved by MDOS, the team began to develop Segment 1 content, materials, and other items for the parent meeting. This included developing fliers and electronic materials that will be used to communicate with driver education instructors and parents.

Other items recommended by the contractor included the implementation, communications, recruitment, and evaluation plan, and creation of the study design and a plan to administer the surveys. Once approval of these materials is finalized, the process to start implementing the Segment 1 Parent Meeting Recruitment and Communication plans will begin in FY2020.

SAFE DRIVERS SMART OPTIONS AGING DRIVER GUIDEBOOK AND POSTERS

Section 402 FAST Act Driver Education

DE-19-03; Awarded: \$10,000; Expended: \$9,986

BACKGROUND

Traffic safety problems for the older driver are often tied to the aging process, including changes in vision, hearing, medication, cognition, and physical condition, which all contribute to driving errors.

In 2014, the MDOT, the MDOS, and the OHSP partnered to develop the Michigan's Guide for Aging Drivers and Their Families. The three-agency partnership has proved to be successful with these agencies continuing to work together to address senior mobility and safety concerns. Through this unique partnership, MDOT provides employee resources in the form of a graphic artist to create the materials. MDOS provides warehousing and distribution of the materials and OHSP provides funding for printing the materials. The existing stock of guidebooks will be depleted in FY2019. Since the original development of the guidebook, the Safe Drivers Smart Options (SDSO), Keys to Lifelong Mobility strategy was developed and implemented. The guidebook will be rebranded to complement the SDSO website and strategy.

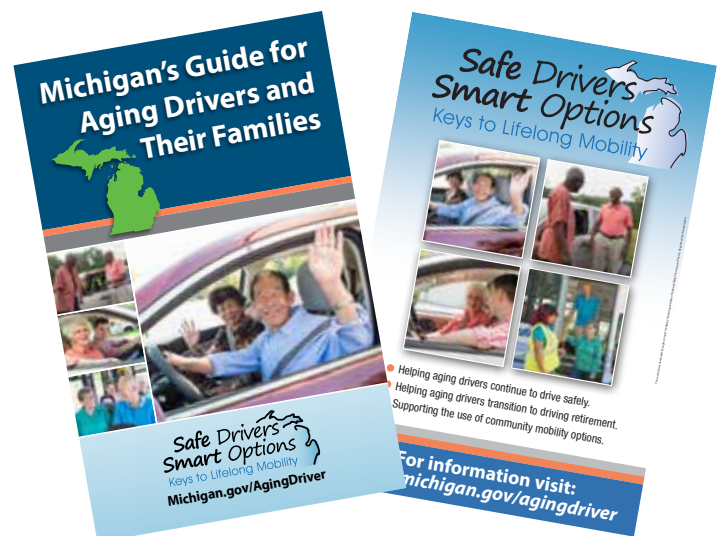
Additionally, the SDSO Communications subcommittee is working to develop materials to raise awareness about older driver safety.

Funding will support printing additional copies of the guidebook as well as posters to promote the strategy.

PROJECT GOALS AND RESULTS

- Print 25,000 copies of the guidebook by September 30, 2019. **Goal not achieved**
- Print 2,000 posters by September 30, 2019. **Goal achieved**

A committee with members from the MDOT, MDOS, and OHSP reviewed the guidebook and provided edits and updates. A graphic artist from the MDOT completed the



updates and rebranding and provided an updated electronic file to the grantee for printing. Funding covered 13,000 print copies, fewer than originally planned. The guidebooks were delivered to the MDOS warehouse and will be distributed to the Secretary of State branch offices, the medical community, law enforcement agencies, and aging drivers and families upon request.

A grant was provided to the Transportation Improvement Association (TIA) to print the guidebooks and posters. The SDSO posters were distributed to the Michigan Area Agencies on Aging to be displayed in senior centers throughout the state. The poster is also available for download on the Safe Drivers Smart Options website at Michigan.gov/agingdriver.

TEEN DRIVING LAWS BROCHURE

Section 402 FAST Act Driver Education

CP-19-03; Awarded: \$2,000; Expended: \$1,516

BACKGROUND

Michigan graduated driver licensing (GDL) laws have been in effect for many years and have contributed to decreasing teen-involved traffic crashes, fatalities, and serious injuries. The OHSP provides public information and education materials to increase traffic safety awareness. The teen driving laws brochure is requested on a regular basis. The brochure requires updating to provide more visual interest.

PROJECT GOALS AND RESULTS

- Reduce the percentage of fatal crashes with a driver age 20 or younger represented by the top 21 counties by 14 percent from 121 in 2017 to 104 in 2019 by September 30, 2019. **Goal achieved**
- Develop and distribute brochures by September 30, 2019. **Goal achieved**

The provisional number of drivers age 20 or younger involved in a fatal crash from Jan. 1, 2019, to Sept. 30, 2019, is 98.

A review of teen brochures was conducted to generate ideas. New text was incorporated into a teen driving laws brochure with refreshed graphics, giving it a modern look. A total of 15,000 brochures were printed for distribution to traffic safety partners and public entities upon request.

TEEN INTERACTIVE PROGRAMS

Section 402 FAST Act Driver Education

DE-19-04; Awarded: \$79,882; Expended: \$76,694

BACKGROUND

The Save a Life Tour and ThinkFast programs provide a comprehensive high-impact safe driving awareness program that informs, educates, and demonstrates the potentially deadly consequences resulting from poor choices and decisions made by drivers. These programs utilize several

methods for educating and demonstrating the effects and consequences that are direct results of these poor choices.

PROJECT GOALS AND RESULTS

- Reduce the percentage of fatal crashes with a driver age 20 or younger represented by the top 21 counties by 14 percent from 121 in 2017 to 104 in 2019 by September 30, 2019. **Goal achieved**
- Conduct interactive teen traffic safety programs in at least 22 high schools by September 30, 2019. **Goal achieved**

The provisional number of drivers age 20 or younger involved in a fatal crash from Jan. 1, 2019, to Sept. 30, 2019, is 98.

ThinkFast completed programs at 13 high schools and reached 5,085 students in Allegan, Berrien, and Kalamazoo counties. These counties are within the top counties that make up 70 percent of the teen-driver fatal and serious injury crashes. One program was donated in-kind (Kalamazoo Innovative Learning Program).

Results indicate that teens who had just participated in ThinkFast Interactive demonstrated an overall gain of 24.60 percent improvement from pre- to post-program evaluation in the highway safety knowledge section.

The Save a Life Tour completed nine interactive teen programs and reached 8,800 students in Kent, Muskegon, and Ottawa counties, also within the top counties that make up 70 percent of teen-driver fatal and serious injury crashes. The programs included a one-hour traffic safety assembly with a victim advocate. After the assembly, groups of students rotated through the simulator stations throughout the day. Each location had police officers and school resource officers in attendance.

Pre- and post-surveys provided to students showed an increase in traffic safety awareness surrounding distracted and impaired driving. The overall program saw a 13 percent increase in students that indicated an increase in awareness of what it takes to be a safe driver in the future. Measured improvement was achieved in the following categories:

- Distraction (texting and driving): 39 percent increase in the number of students who would be less likely to text and drive in the future.
- Distraction (behavior): 25 percent increase in the number of students who would speak up as a passenger if they see the driver texting.
- Impaired Driving (behavior): 25 percent more students indicated they would take the keys from someone who has been drinking.
- Distraction (perception): 15 percent increase in the number of students who believe cell phone use while driving is dangerous.

Make a Difference
More than 9,000 students
trained each year.

**Be a Part of
the Team!**
More than 200 current
RiderCoaches in
Michigan.

**Help People
Learn to Ride!**
600,000 CY-endorsed
riders in Michigan.

**Qualities of
a RiderCoach**

- Confident
- Enthusiastic
- Patient
- Enjoys learning
- Professional



Become a Motorcycle RiderCoach

Get Paid!
Average pay
≈\$30/hr., flexible
schedules.

Work Local!
31 training sponsors
to employ you
across the state.

**Train the
Trainer**
RiderCoach Prep
sessions cost only \$75.

Ready to Get Started?
Apply for a job by locating
a training sponsor at
michigan.gov/motorcycling

Motorcyclist Safety

The Motorcyclist Safety Program includes motorcycle rider education and training, motorcycle operator licensing, impaired motorcyclist prevention, motorcycle rider conspicuity, motorcyclist personal protective equipment and motorist awareness of motorcyclists. Through data-driven approaches and collaboration with the motorcyclist safety network, the OHSP is working to reduce traffic fatalities and injuries of motorcyclists.

PROGRAM GOALS

- *To reduce fatalities from 1,028 in 2017 to 1,023.2 fatalities by December 31, 2019.*
- *To reduce serious injuries from 6,084 in 2017 to 5,406.8 serious injuries by December 31, 2019.*
- *To reduce the 1.07 fatalities/VMT rate in 2017 to 1.02 fatalities/VMT rate by December 31, 2019.*
- *To reduce the number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dl or higher from 245 in 2017 to 201 by December 31, 2019.*
- *To reduce motorcyclist fatalities from 143 fatalities in 2017 to 125 fatalities by December 31, 2019.*
- *To prevent unhelmeted motorcyclist fatalities from increasing from 64 fatalities in 2017 to no more than 95 fatalities by December 31, 2019.*
- *To reduce the number of crashes involving alcohol- or drug-impaired motorcyclists from 236 in 2017 to 197 by December 31, 2019.*
- *To prevent impaired motorcyclist fatalities from increasing from 45 fatalities in 2017 to no more than 46 fatalities by December 31, 2019.*

(Above goals are the FY2019 Michigan HSP Core Performance Goals)

TRAINING AND EDUCATION

MOTORCYCLE RIDER TRAINING AND PROFESSIONAL DEVELOPMENT

*Section 405(f) FAST Act Motorcycle Training Funds
MC-19-01; Awarded: \$137,000; Expended: \$74,211*

BACKGROUND

Training and rider endorsement are proven ways to improve rider safety. Formal motorcyclist training and licensing are critical components to operate a motorcycle safely. The Michigan Rider Education Program (Mi-REP), administered by the MDOS, offers the Basic RiderCourse, Basic RiderCourse 2, 3-Wheel Basic RiderCourse, Returning Rider Basic RiderCourse, and Advanced RiderCourse (ARC) through public and private sponsors across the state. These programs train approximately 10,000 motorcyclists annually at nearly 50 training sites.

The MDOS will coordinate RiderCoach Preparation (RCP) sessions for Motorcycle Safety Foundation (MSF) certified RiderCoaches. The MDOS will also work with the OHSP to recruit new RiderCoaches and coordinate additional RCP sessions.

Funding will support training costs and materials.

PROJECT GOALS AND RESULTS

- Reduce motorcyclist fatalities from 143 fatalities in 2017 to 125 fatalities by September 30, 2019. **Goal achieved**
- Provide registration for up to 157 RiderCoaches, RiderCoach Trainers, and training sponsor project coordinators to the National Association of State Motorcycle Safety Administrators (SMSA) 2019 National Training Summit by September 30, 2019. **Goal achieved**
- Provide up to six professional development RCPs for up to 72 RiderCoaches by September 30, 2019. **Goal achieved**

- Train up to 204 students in up to 17 ARCs in seven of the top ten counties where motorcycle-involved crashes are occurring or that have a rider training site by September 30, 2019. **Goal achieved**

The provisional number of motorcyclist fatalities from Jan. 1, 2019, to Sept. 30, 2019, is 98.

The SMSA National Training Summit took place in Grand Rapids Sept. 11-14. Grant funding supported registration costs for 75 RiderCoaches as well as program staff as part of their professional development.

The Mi-REP trained as many new RiderCoaches as possible due to the shortage of certified coaches across the state. There were 29 new RiderCoaches certified in the new MSF Basic Rider Course (BRC) program offered through four Novice RiderCoach Preparation sessions. Schoolcraft College coordinated two courses, training students in Macomb and Wayne counties, and Grand Rapids Community College (GRCC) coordinated two courses, training students in Mecosta and Kent counties.

Additionally, Schoolcraft College coordinated one ARC RiderCoach Preparation session in Wayne County, training nine existing certified RiderCoaches on this curriculum to expand the program's ability to train experienced riders.

The OHSP and Mi-REP supported the ARC training classes that are part of the MSF nationally recognized curriculum. Advanced courses are particularly significant to learn new skills and expand upon skills to be a safer motorcyclist. There were 131 students trained in 10 ARCs offered across Michigan in Wayne, Cheboygan, Chippewa, and Washtenaw counties (92 students in five ARCs through Schoolcraft College, 36 students in four ARCs through Washtenaw Community College, and three students in one ARC through the Otsego County Sheriff's Office). Note that 2019 is the first year that Schoolcraft College utilized a new double ARC range where they were able to train twice the amount of students in a course than any other site in the state.

MOTORCYCLIST IMPAIRED PREVENTION CAMPAIGN

Section 405(d) FAST Act Impaired Driving Low Paid/Earned Media
CP-19-03; Awarded: \$260,000; Expended: \$228,327

BACKGROUND

The OHSP will collaborate with the Michigan Licensed Beverage Association (MLBA) to distribute education materials and messaging to motorcyclist demographic groups that tend to ride after drinking, through drinking establishments and licensed beverage providers. It takes far more skills to operate a motorcycle than to operate a motor vehicle. Riding after drinking is a risky behavior for the rider and other motorists.

The MLBA presents a unified voice in Michigan's alcohol beverage industry with more than 1,800 members. Many small businesses are more likely to implement a program

from their state association than from the government agency that regulates alcohol.

Funding will support the development and distribution of education and outreach materials.

PROJECT GOALS AND RESULTS

- Reduce motorcyclist fatalities from 143 fatalities in 2017 to 125 fatalities by September 30, 2019. **Goal achieved**
- Develop and distribute education and outreach materials by September 30, 2019. **Goal achieved**

The provisional number of motorcyclist fatalities from Jan. 1, 2019, to Sept. 30, 2019, is 98.

The OHSP continued the Fallen Brothers – Ride Sober campaign developed in FY2018 with paid advertising. The campaign ran statewide from mid-June to early August, with a focus on the counties where the most impaired motorcyclist crashes occur: Wayne, Oakland, Macomb, Kent, and Genesee counties. One new aspect of paid advertising was social media promotion on Facebook.

The OHSP also worked with the MLBA to connect with member organizations within the target counties. Window clings with the campaign message were mailed to approximately 250 MLBA members to display in their establishments. The message encourages their patrons to Ride Sober and informs them that one in three motorcyclists killed in single-vehicle crashes had been drinking.

RECRUITMENT OF RIDERCOACHES

Section 405(f) FAST Act Motorcycle Program
CP-19-03; Awarded: \$9,000; Expended: \$7,418

BACKGROUND

The Mi-REP needs new RiderCoaches because of recent curriculum transitions and aging certified RiderCoaches who are retiring. Skilled RiderCoaches train motorcyclists through rider education courses. New RiderCoaches are trained through the Mi-REP-administered Novice RiderCoach Preparation courses (RCPs). There were four RCP courses planned for FY2019, with the goal of filling these courses with new RiderCoach candidates.

Previous grassroots attempts for RiderCoach recruitment at large motorcycle events by both the Mi-REP and OHSP proved to be ineffective. A more in-depth approach that includes surveys, campaign development, and specific implementation methods was needed. Understanding how to fill these vacant positions at training sites across the state was needed with continued development of market research focusing on the millennial population, experienced female riders, and determining the proper formats and venues.

The OHSP will work with several partnering agencies and organizations to develop and execute a communications plan for promoting RiderCoach recruitment.

PROJECT GOALS AND RESULTS

- Reduce motorcyclist fatalities from 143 fatalities in 2017 to 125 fatalities by September 30, 2019. **Goal achieved**
- Develop and distribute education and outreach materials by September 30, 2019. **Goal achieved**

The provisional number of motorcyclist fatalities from Jan. 1, 2019, to Sept. 30, 2019, is 98.

A new infographic was developed to educate and encourage riders to become a RiderCoach. This was featured on postcards and posters and mailed by request to the organizations that conduct courses through the Mi-REP. Digital copies of the infographic were sent out on the Governor's Traffic Safety Advisory Commission (GTSAC) listserv, to all public and private motorcycle rider education sponsor agencies, and to motorcycle safety partners. The OHSP also coordinated with RiderCoaches to conduct presentations and distribute RiderCoach materials at regional Traffic Safety Network meetings across the state. These materials were also distributed at the GTSAC Action Team meetings, the 2019 Michigan Traffic Safety Summit, and the 2019 Michigan Driver & Traffic Safety Education Association conference.

The effort included paid advertising on social media using several different creative messages, including highlighting the average pay and the passion for helping motorcyclists learn to ride. The paid advertising efforts resulted in more than 600,000 impressions on social media.

SHADOW RIDER PROJECT

Section 402 FAST Act Motorcycle

CP-19-03; Awarded: \$20,000; Expended: \$19,766

BACKGROUND

The OHSP will continue to collaborate with the MDOS and the UMTRI to locate unendorsed motorcycle riders based on data analysis of cycle endorsement on driver licenses and motorcycle registrations. In conjunction with motorcyclist safety partners, since 2013 the OHSP has contacted each unendorsed rider by mail to inform the rider about the availability of the Returning Rider Training classes and the BRC classes offered, in efforts to encourage them to obtain their motorcycle endorsements.

PROJECT GOALS AND RESULTS

- Reduce motorcyclist fatalities from 143 fatalities in 2017 to 125 fatalities by September 30, 2019. **Goal achieved**
- Reduce the number of unendorsed motorcycle riders from 38,000 to 35,000 by September 30, 2019. **Goal achieved**

The provisional number of motorcyclist fatalities from Jan. 1, 2019, to Sept. 30, 2019, is 98.

The number of unendorsed riders in 2019 was 26,127, which is below the 35,000 goal. The 26,127 unendorsed riders represent a nearly 50 percent reduction in unendorsed riders since the start of the Shadow Rider campaign in 2013.

Because the first-time digital media approach in mid-summer 2018 showed significant social media impressions and public feedback, the OHSP pursued the Shadow Rider project completely through paid social media promotion on Facebook, Instagram, and Twitter. This was the first time a postcard was not mailed to unendorsed riders since the project began in FY2013. Working with the MDOS and the UMTRI, the OHSP improved the accuracy and specificity of the data on driver license cycle endorsements and motorcycle registrations to obtain additional demographic information including gender, age, and city of residence for unendorsed riders. The media plan focused on men aged 45-60 years old in Detroit, Grand Rapids, Flint, Kalamazoo, Muskegon, Jackson, and Lansing, with additional messaging statewide.

The message encourages riders to get trained and endorsed with a link to the training site locator webpage. It also emphasizes the need to protect the reason why motorcyclists ride – for freedom, adventure, excitement and enjoyment as the OHSP learned from focus group feedback in FY2017. The message also reminds riders of the penalty of having their motorcycles towed if caught riding unendorsed.

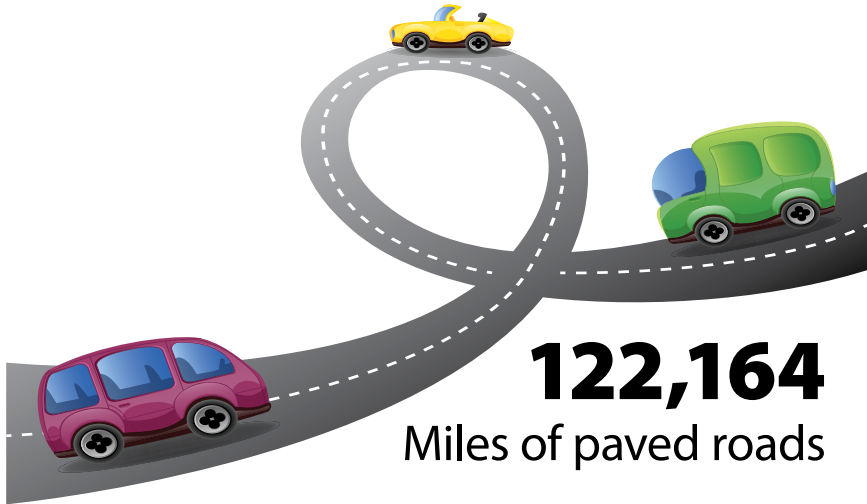


Emergency Medical Services (EMS)

There were no Emergency Medical Services grant-funded programs in FY2019.

However, OHSP continues to serve as a voting member agency on the state's EMS Coordinating Committee.

Michigan Minutiae FY2019

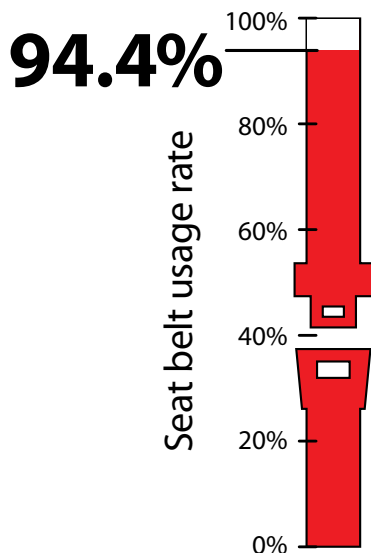
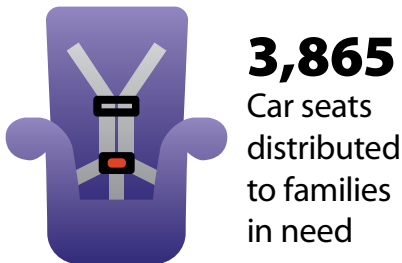


547
MICHIGAN TRAFFIC SAFETY
SUMMIT
Attendees

85
OHSP GRANTS



133
Certified
Drug
Recognition
Experts



63
HIGH SCHOOLS
PARTICIPATED IN
S4SD
STRIVE 4 A SAFER DRIVE ▲



 
7,226 followers

1,000 Certified car
seat technicians

Administrative Issues

GOVERNOR'S TRAFFIC SAFETY ADVISORY COMMISSION (GTSAC)

The GTSAC met quarterly in December, March, June, and September. Meetings gave commissioners an opportunity to provide an update on traffic safety-related activities taking place within their respective agency or area of responsibility. Updates were also provided on activities undertaken by the Strategic Highway Safety Plan action teams.

During the past year, commissioners made presentations for five outstanding traffic safety achievement awards, a student award, and three Richard H. Austin Long-Term Service awards during the GTSAC Traffic Safety Awards Program at the annual Michigan Traffic Safety Summit. The commission approved the state's Strategic Highway Safety Plan for 2019-2022 and forwarded the document to the governor to review before final approval.

MICHIGAN TRAFFIC SAFETY SUMMIT

The 24th annual Michigan Traffic Safety Summit drew more than 530 participants on March 19-20 at the Kellogg Hotel and Conference Center in East Lansing. Law enforcement, traffic engineers, researchers, and traffic safety advocates attended general sessions, workshop sessions, exhibits, and took part in networking opportunities.

The event featured general session topics such as distracted driving and the effects of marijuana.

Some of the other highlights included:

- A workshop on a high-profile multi-fatality bicycle crash.
- A review of the roadside oral-fluid drug testing pilot project in five counties.
- Encountering drivers with special needs on traffic stops.
- How drones are improving the efficiency of crash reconstruction.
- An in-depth look at the *Strive for a Safer Drive* program and other teen driving programs.

LEGISLATIVE UPDATE

While several bills have been introduced to address traffic safety issues, including distracted driving, nothing was approved by the legislature and signed into law by the governor during FY2019.

TRAFFIC SAFETY NETWORKS

AAA Michigan and the OHSP have jointly sponsored local Traffic Safety Committees, now called Traffic Safety Networks (TSNs), since the 1970s. The purpose of the TSNs is to promote education, involvement in problem identification, and traffic safety solutions among public and private agencies concerned with the safety of Michigan motorists. TSNs meet periodically throughout the year to share information, learn about traffic safety issues, and address problems in their communities.

Each year, the OHSP sponsors the TSN chairs and vice chairs to attend the Michigan Traffic Safety Summit to keep them informed on current traffic safety technologies, methodologies, and best practices in Michigan and nationally. It also allows the opportunity to network with other TSN leadership and traffic safety professionals from around the state.

The TSNs are an invaluable tool for the OHSP to exchange information with local communities, learn about local and regional traffic safety issues and concerns, provide guidance, and stay connected with partners in the 83 counties. These efforts allow the TSNs to grow future traffic safety leaders by rotating chair/vice chair responsibilities periodically.

In a partnership with AAA Michigan, the OHSP wants to increase the membership of the TSNs along with supporting the current TSNs across the state by providing technical assistance, subject matter expertise, speaker information, and materials.

Other notable events that took place included a Safe Winter Driving learning session with live demonstrations, presentations by Motorcycle RiderCoaches, and many other partner presentations.

The networks hosted meetings with expanded agendas which included school bus safety, technology distractions with older drivers, and truckers against human trafficking. Additionally, legislative breakfasts took place and allowed dialogue between local citizens and legislators on traffic safety issues and legislative bills that were introduced.

Two previously inactive TSNs were revived, the Huron Valley and the Thumb Area TSNs, and have continued efforts to increase attendance and reach more traffic safety partners in their respective regions. There are now 12 active TSNs.



TRAFFIC SAFETY NETWORK

Planning and Administration

The Planning and Administration Section is responsible for developing budgets, the annual Highway Safety Plan (HSP), and providing procedural support for statewide traffic safety programming. Section activities include planning, traffic records, data analysis, project evaluation, grant monitoring, and coordination of the SHSP.

PROGRAM GOAL

- *Funding is provided to support various positions within the State Highway Safety Office. These personnel are charged with administering funding for statewide traffic safety programming.*

(Above goals are the FY2019 Michigan HSP Core Performance Goals)

PLANNING AND ADMINISTRATION

Section 402 FAST Act

PA-19-01; Awarded: \$596,178; Expended: \$571,658

BACKGROUND

The goals for the FY2019 HSP are: to reduce traffic fatalities from 1,028 in 2017 to 1,023.2 in 2019, to reduce suspected serious injuries from 6,084 in 2017 to 5,406.8 in 2019, and to reduce the fatalities/vehicle miles traveled (VMT) rate from 1.07 in 2017 to 1.02 in 2019.

Achieving these goals will require a foundation based on crash data analysis to identify the most pressing traffic safety issues, collaboration with traffic safety partners, and problem-based targeted programming.

PROJECT GOAL AND RESULT

- To support the goals and activities identified in the HSP.
Goal achieved

The OHSP continued administration of the FY2019 HSP through program coordination and oversight. This included regular meetings of the OHSP's leadership team, HSP planning and implementation staff, and other OHSP staff. After action reviews identified areas for process improvements the Financial Section staff processes financial reimbursement requests as promptly as possible.

Program Management

Program Management is responsible for developing and implementing grants and projects with state and local agencies, providing technical support to grantees, monitoring of grant projects, reviewing financial expenditures and ensuring that program activities are in support of the HSP and the current transportation bill regulatory requirements. Program areas include occupant protection/CPS, impaired driving, motorcycles, pedestrians and bicycles, impaired driver detection training support through SFST/ARIDE/DRE, underage drinking enforcement, teens, traffic records, police traffic services and communications.

Program Goals

- Funding is provided to support various positions within the SHSO. These personnel are charged with administering funding for statewide traffic safety programming.
- Funding is provided to support office-wide administrative activities such as staff travel, staff training and professional development, office supplies, equipment purchases, the electronic grants management system, and the Michigan Traffic Safety Summit.

(Above goals are the FY2019 Michigan HSP Core Performance Goals)

PROGRAM MANAGEMENT

Section 402 FAST Act

PA-19-02; Awarded: \$2,546,314; Expended: \$2,175,657

BACKGROUND

The goals for the FY2019 HSP are to reduce traffic fatalities from 1,028 in 2017 to 1,023.2 in 2019 and to reduce suspected serious injuries from 6,084 in 2017 to 5,406.8 in 2019. The HSP identifies Michigan's most significant traffic safety issues as well as countermeasures designed to reduce traffic fatalities and injuries. Ongoing projects include sobriety courts, traffic safety resource prosecutors, and periodic traffic safety mobilizations. Program management begins by analyzing crash data and implementing strategies that will save lives and prevent injuries. Once the HSP is approved, projects move forward through the grant process, managed by OHSP program coordinators. Once performance goals are determined and grants awarded, monitoring and evaluation of the grant projects continues throughout the year. Results determine if goals were met.

PROJECT GOALS AND RESULTS

- To support the goals and activities identified in the HSP.
Goal achieved
- To reduce traffic fatalities and injuries in various areas as listed in the HSP. **Goal achieved**

The OHSP continued office administrative support of the FY2019 HSP, grants, and projects managed by program coordinators and management. Funds supported 24 staff salaries and fringes, staff travel, professional development,

operational overhead including expenses for vehicles, supplies and materials, equipment purchases and leases, the Michigan Traffic Safety Summit, and maintenance of OHSP's online grant management system.

ANNUAL MICHIGAN TRAFFIC SAFETY SUMMIT

Section 402 FAST Act Community Safety Project

CP-19-02; Awarded: \$120,000; Expended: \$71,301

BACKGROUND

For nearly 25 years, the OHSP has offered a multi-day Michigan Traffic Safety Summit. This statewide conference brings together traffic safety stakeholders who learn about trends in crash data and traffic safety issues, national-level research, and best practices from the state and around the country. General sessions and workshop sessions cover a wide variety of issues, including traffic enforcement, traffic law updates, engineering, and education.

PROJECT GOAL AND RESULT

- Conduct the annual Michigan Traffic Safety Summit for at least 450 attendees with traffic safety information regarding education, enforcement, engineering, and emergency medical services by September 30, 2019.

Goal achieved

More than 530 people attended the 2019 Michigan Traffic Safety Summit that featured session topics such as legalized marijuana for recreational use, distracted driving, impaired driving, and Michigan's oral-fluid roadside testing pilot program. Exhibitors were also on hand to enhance learning and networking opportunities.

FY2020 Focus

The OHSP uses state traffic crash data to identify highway safety problems when developing priorities, plans, and programs for a new fiscal year.

HIGHWAY SAFETY PROBLEMS

Key traffic safety issues identified in 2014-2018 data*:

- Unrestrained passenger vehicle occupant fatalities decreased from 196 in 2014 to 180 in 2018. Nearly half of all vehicle occupants who die in traffic crashes in Michigan are unbelted.
- Alcohol and/or drug-involved fatalities increased from 319 in 2014 to 434 in 2018, a 36 percent increase.
- Motorcyclist fatalities increased from 112 in 2014 to 139 in 2018, a 25 percent increase.
- Pedestrian traffic fatalities decreased from 148 in 2014 to 145 in 2018. Bicyclist traffic fatalities decreased from 22 fatalities in 2014 to 21 in 2018. In this five-year period, pedestrian and bicyclist fatalities have comprised an average of just under 20 percent of all traffic deaths.
- Drivers age 20 or younger fatalities decreased from 119 in 2014 to 103 in 2018, a 14 percent decrease. Young drivers are typically over-represented in fatal crashes.

*Source: MSP Criminal Justice Information Center

HIGHWAY SAFETY PERFORMANCE MEASURES

The national core performance measures reflect Michigan's primary traffic safety issues:

- Occupant restraint use
- Impaired driving
- Young drivers
- Vulnerable roadway users: motorcyclists, pedestrians, and bicyclists

DEVELOPING AND SELECTING EVIDENCE-BASED STRATEGIES AND PROJECTS

OHSP staff work collaboratively with partners and stakeholders to identify programs to reduce traffic fatalities and injuries. Input and ideas come from grantees, Strategic Highway Safety Plan Action Teams, Traffic Safety Networks, law enforcement at the municipal, county, and state level, state agencies and departments, driver's training and education partners, CPS partners, hospital and other health-affiliated personnel, motorcycle training instructors, judicial networks, court personnel, probation officers, and a host of others involved in traffic safety efforts.

Impaired driving remains one of the primary areas of focus for traffic safety programming. The 2018 crash data indicates alcohol/drug involvement in crash fatalities represents 44.6 percent of all traffic fatalities. Support will continue for:

- Overtime enforcement of impaired driving laws in December, July, and August in high-crash counties and communities.
- Public information and education to promote high-visibility impaired driving enforcement crackdowns.
- Programs that support effective prosecution, adjudication, and treatment of impaired drivers.
- Law enforcement training for OWI detection, with an emphasis on drug-impairment detection training including ARIDE and increasing DRE training from one to two schools.

Efforts to promote seat belt use will remain a high priority, with a goal of 98 percent seat belt use. Seat belt enforcement will be the primary focus of the OHSP-sponsored mobilizations in October and May.

In addition, the proper use of car seats and booster seats will be promoted through public education, training, and car seat distribution programs. The OHSP will continue a program to train the MDHHS staff on properly transporting children in car seats, booster seats, and seat belts. New efforts will seek to increase seat belt use among pickup truck drivers.

The *Strive for a Safer Drive* program will again be offered to high schools across the state, involving students in the development of peer-to-peer teen traffic safety campaigns. A pilot program to improve the involvement of parents in the GDL process will continue.

New campaigns and projects will be initiated as the OHSP further develops the relatively new Vulnerable Roadway User program to make motorists, pedestrians, and bicyclists more aware of traffic laws as part of efforts to reduce traffic fatalities and injuries. Efforts to encourage unendorsed motorcyclists to get trained and endorsed will continue through the Shadow Rider campaign.

OTHER PROJECTS INCLUDE:

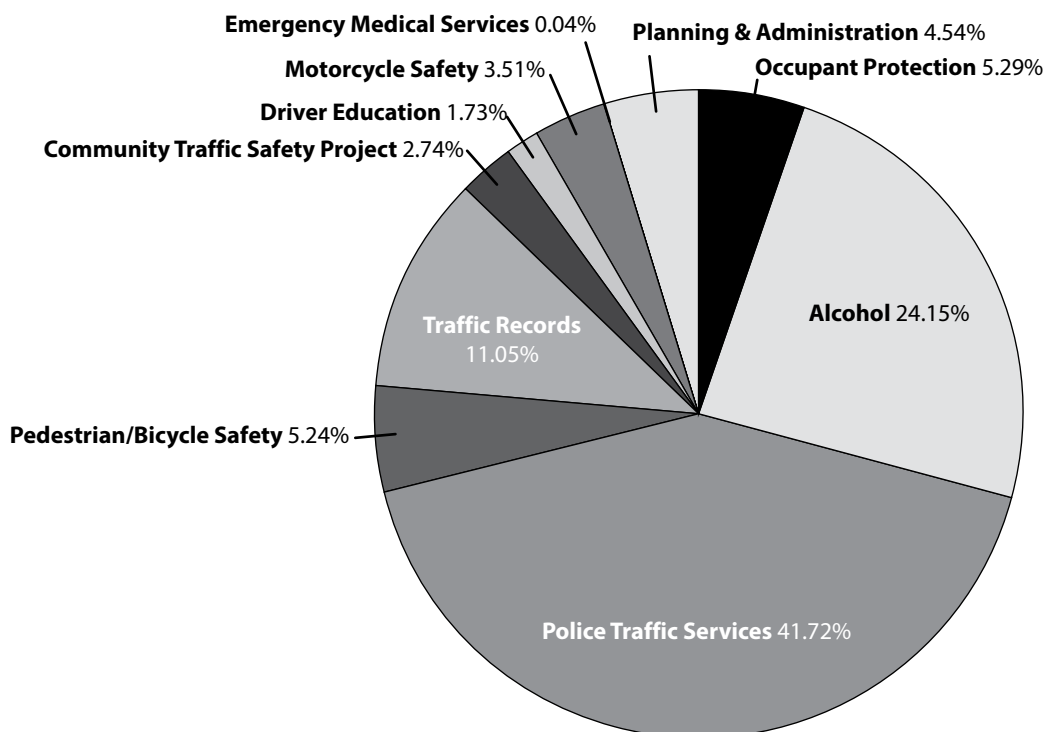
- Projects to further improve the integration, accessibility, and accuracy of traffic crash data.
- Conducting of a statewide seat belt and hand-held device use observation survey.
- Providing regional training opportunities for law enforcement to enhance traffic enforcement knowledge and skills development.
- Providing interactive school programs for young drivers.
- Supporting motorcycle rider training and professional development for RiderCoaches.
- Hosting the 25th annual Michigan Traffic Safety Summit in East Lansing on March 10-11.

OHSP 2019 Status Report

FISCAL YEAR 2019

Updated as of: 12/15/2019

	402	405b	405c	405d	405f	405h	402 PM	405b PM	405d PM	TOTAL	PERCENT
Occupant Protection	304,535	361,673								666,208	5.29%
Alcohol	459,952	23,594		2,557,889						3,041,435	24.15%
Police Traffic Services	2,807,919	31,973		1,034,376				549,806	831,114	5,255,188	41.72%
Pedestrian/Bicycle Safety	5,476					654,112				659,588	5.24%
Traffic Records	1,106,774		284,515							1,391,289	11.05%
Community Traffic Safety Project	219,261	126,363								345,624	2.74%
Driver Education	167,707	50,000								217,707	1.73%
Motorcycle Safety	131,817				81,629				228,327	441,773	3.51%
Emergency Medical Services	5,477									5,477	0.04%
Planning & Administration	571,658									571,658	4.54%
Grand Total	5,780,576	593,603	284,515	3,592,265	81,629	654,112	0	549,806	1,059,441	12,595,947	100.00%



Program Area	Fund	Task Description	Grantee ID	Planned	Obligatory	Approved Grant	Total Payments
OP	402	TK #1 Child Passenger Safety	Planned Amount	180,070.00			
			CP-19-01 OHSP - Michigan Department of State Police		180,070.00	180,070.00	177,318.00
		TK #1 Child Passenger Safety Total		180,070.00	180,070.00	180,070.00	177,318.00
		TK #4 Program Management	Planned Amount	151,000.00			0.00
		TK #4 Program Management Total		151,000.00			0.00
		TK #4 Program Management	CP-19-02 OHSP - Michigan Department of State Police		150,961.00	150,961.00	127,217.00
		TK #4 Program Management Total			150,961.00	150,961.00	127,217.00
		Unallocated to Grants	Oblig Bal 402 Funds		39.00		0.00
		Unallocated to Grants Total			39.00		0.00
	402 Total			331,070.00	331,070.00	331,031.00	304,535.00
	405b	TK #1 Child Passenger Safety	Planned Amount	332,000.00	0.00		0.00
			CP-19-01 OHSP - Michigan Department of State Police		113,000.00	113,000.00	72,090.00
			OP-19-01 City of St. Ignace		126,000.00	126,000.00	125,912.00
			OP-19-02 City of St. Ignace		80,000.00	80,000.00	19,237.00
		TK #1 Child Passenger Safety Total		332,000.00	319,000.00	319,000.00	217,239.00
		TK #2 Evaluation	Planned Amount	148,000.00			
			CP-19-01 OHSP - Michigan Department of State Police		27,000.00	27,000.00	26,820.00
			OP-19-03 Michigan State University		105,000.00	105,000.00	104,983.00
		TK #2 Evaluation Total		148,000.00	132,000.00	132,000.00	131,803.00
		TK #3 Education & Outreach	OP-19-04 Helen DeVos Children's Hospital		19,835.00	19,835.00	12,631.00
		TK #3 Education & Outreach Total			19,835.00	19,835.00	12,631.00
	405b Total			480,000.00	470,835.00	470,835.00	361,673.00
	405b PM	TK #3 Education and Outreach	Planned Amount	20,000.00			
		TK #3 Education and Outreach Total		20,000.00			
	405b PM Total			20,000.00			
OP Total				831,070.00	801,905.00	801,866.00	666,208.00
AL	402	TK #1 Enforcement Support	Planned Amount	5,000.00			0.00
			AL-19-03 PAAM		5,000.00	5,000.00	5,000.00
		TK #1 Enforcement Support Total		5,000.00	5,000.00	5,000.00	5,000.00
		TK #5 Program Management	Planned Amount	540,000.00			0.00
		TK #5 Program Management Total		540,000.00			0.00
		TK #5 Program Management	CP-19-02 OHSP - Michigan Department of State Police		539,861.00	539,861.00	454,952.00
		TK #5 Program Management Total			539,861.00	539,861.00	454,952.00
		Unallocated to Grants	Oblig Bal 402 Funds		139.00		0.00
		Unallocated to Grants Total			139.00		0.00
	402 Total			545,000.00	545,000.00	544,861.00	459,952.00
	405b	TK #4 Evaluation	Planned Amount	25,000.00			
			CP-19-01 OHSP - Michigan Department of State Police		25,000.00	25,000.00	23,594.00
		TK #4 Evaluation Total		25,000.00	25,000.00	25,000.00	23,594.00
	405b Total			25,000.00	25,000.00	25,000.00	23,594.00
	405d	TK #1 Enforcement Support	Planned Amount	519,000.00			0.00
			AL-19-01 Training Division - MSP		489,000.00	489,000.00	482,721.00
			CP-19-03 OHSP - Michigan Department of State Police		30,000.00	30,000.00	29,920.00
		TK #1 Enforcement Support Total		519,000.00	519,000.00	519,000.00	512,641.00
		TK #2 Adjudication	Planned Amount	2,158,000.00			0.00
			AL-19-04 Michigan Judicial Institute		63,000.00	63,000.00	57,965.00
			AL-19-05 SCAO		1,400,000.00	1,400,000.00	1,230,133.00
			CP-19-01 OHSP - Michigan Department of State Police		120,000.00	120,000.00	73,488.00
		TK #2 Adjudication Total		2,158,000.00	1,583,000.00	1,583,000.00	1,361,586.00
		TK #2 Enforcement Support	AL-19-03 PAAM		558,200.00	558,200.00	557,907.00
		TK #2 Enforcement Support Total			558,200.00	558,200.00	557,907.00
		TK #3 Reducing Underage Drinking	Planned Amount	311,000.00			0.00
			AL-19-04 Michigan Judicial Institute		7,500.00	7,500.00	0.00
			CP-19-01 OHSP - Michigan Department of State Police		84,999.00	84,999.00	19,580.00
			AL-19-06 Detroit Police Department - Grants and Contracts		59,997.00	59,997.00	17,691.00

ANNUAL EVALUATION REPORT 2019

Program Area	Fund	Task Description	Grantee ID	Planned	Obligatory	Approved Grant	Total Payments
			AL-19-07 Ottawa County Sheriff's Office		29,759.00	29,759.00	17,189.00
			AL-19-08 Grand Rapids Police Department		7,679.00	7,679.00	5,150.00
			AL-19-09 TIA		24,646.00	24,646.00	13,407.00
			AL-19-11 Warren Police Department		19,991.00	19,991.00	0.00
			AL-19-10 Grand Blanc Township Police Department		9,960.00	9,960.00	9,497.00
			AL-19-12 Allegan County Sheriff's Office		4,996.00	4,996.00	3,565.00
			AL-19-13 Ann Arbor Police Department		20,000.00	20,000.00	19,917.00
			AL-19-14 Lansing Police Department		24,999.00	24,999.00	19,759.00
			AL-19-15 Jackson Police Department		7,964.00	7,964.00	0.00
		TK #3 Reducing Underage Drinking Total		311,000.00	302,490.00	302,490.00	125,755.00
		Unallocated to Grants	Oblig Bal 405d Funds		156,315.05		
		Unallocated to Grants Total			156,315.05		
	405d Total			2,988,000.00	3,119,005.05	2,962,690.00	2,557,889.00
	405d PM	TK #1 Enforcement Support	Planned Amount	1,423,000.00			0.00
		TK #1 Enforcement Support Total		1,423,000.00			0.00
	405d PM Total			1,423,000.00			0.00
AL Total				4,981,000.00	3,689,005.05	3,532,551.00	3,041,435.00
PT	402	TK #1 Traffic Enforcement	Planned Amount	4,417,000.00			
			CP-19-01 OHSP - Michigan Department of State Police		7,000.00	7,000.00	5,563.00
			PT-19-02 Calhoun County Sheriff's Office		29,800.00	29,800.00	16,432.00
			PT-19-03 Chippewa County Sheriff's Office		28,281.00	28,281.00	18,179.00
			PT-19-04 Detroit Police Department - Grants and Contracts		184,970.00	184,970.00	81,473.00
			PT-19-05 Eighth District Headquarters - Michigan Department of State Police		16,875.00	16,875.00	13,054.00
			PT-19-06 Monroe County Sheriff's Office		50,000.00	50,000.00	33,030.00
			PT-19-07 Flint Township Police Department		39,731.00	39,731.00	36,290.00
			PT-19-08 Marquette County Sheriff's Office		18,949.00	18,949.00	16,544.00
			PT-19-09 St. Clair County Sheriff's Office		34,972.00	34,972.00	33,791.00
			PT-19-10 Bay County Sheriff's Office		19,000.00	19,000.00	18,774.00
			PT-19-11 Third District Headquarters - Michigan Department of State Police		37,529.00	37,529.00	23,160.00
			PT-19-12 Second District Headquarters - Michigan Department of State Police		11,061.00	11,061.00	11,061.00
			PT-19-13 First District Headquarters - Michigan Department of State Police		14,185.00	14,185.00	11,501.00
			PT-19-14 Fifth District Headquarters - Michigan Department of State Police		13,772.00	13,772.00	13,772.00
			PT-19-15 Seventh District Headquarters - Michigan Department of State Police		6,530.00	6,530.00	3,407.00
			PT-19-16 Sixth District Headquarters - Michigan Department of State Police		14,763.00	14,763.00	12,471.00
			PT-19-17 TIA		199,952.00	199,952.00	193,713.00
			PT-19-18 Ottawa County Sheriff's Office		34,980.00	34,980.00	27,321.00
			PT-19-19 Berrien County Sheriff's Office		18,977.00	18,977.00	11,677.00
			PT-19-20 East Lansing Police Department		49,956.00	49,956.00	43,914.00

Program Area	Fund	Task Description	Grantee ID	Planned	Obligatory	Approved Grant	Total Payments
			PT-19-21 Allegan County Sheriff's Office		19,999.00	19,999.00	19,903.00
			PT-19-22 Macomb County Sheriff's Office		184,979.00	184,979.00	156,730.00
			PT-19-23 Van Buren County Sheriff's Office		17,564.00	17,564.00	13,063.00
			PT-19-24 Saginaw County Sheriff's Office		51,476.00	51,476.00	35,236.00
			PT-19-25 Montcalm County Sheriff's Office		10,488.00	10,488.00	3,563.00
			PT-19-26 Kalamazoo County Sheriff's Office		69,952.00	69,952.00	40,858.00
			PT-19-27 Wayne County Sheriff's Office		125,088.00	125,088.00	92,276.00
			PT-19-28 Brownstown Charter Township Police Department		24,625.00	24,625.00	16,132.00
			PT-19-29 Livingston County Sheriff's Office		20,933.00	20,933.00	20,826.00
			PT-19-30 Jackson Traffic Safety Program		29,956.00	29,956.00	21,430.00
			PT-19-31 Wyoming Department of Public Safety		114,768.00	114,768.00	87,621.00
			PT-19-32 Grand Traverse County Sheriff's Department		29,993.00	29,993.00	26,573.00
			PT-19-33 Washtenaw County Sheriff's Office		69,893.00	69,893.00	36,612.00
			PT-19-34 Muskegon County Sheriff's Office		36,000.00	36,000.00	18,175.00
		TK #1 Traffic Enforcement Total		4,417,000.00	1,636,997.00	1,636,997.00	1,214,125.00
		TK #2 Education & Communication	AL-19-03 PAAM		10,000.00	10,000.00	10,000.00
			CP-19-03 OHSP - Michigan Department of State Police		900,000.00	900,000.00	354,406.00
		TK #2 Education & Communication Total			910,000.00	910,000.00	364,406.00
		TK #2 Education & Communication	Planned Amount	945,000.00			0.00
		TK #2 Education & Communication Total		945,000.00			0.00
		TK #2 Education & Communication	CP-19-01 OHSP - Michigan Department of State Police		35,000.00	35,000.00	0.00
		TK #2 Education & Communication Total			35,000.00	35,000.00	0.00
		TK #3 Evaluation	Planned Amount	115,000.00			0.00
			CP-19-03 OHSP - Michigan Department of State Police		115,000.00	115,000.00	76,000.00
		TK #3 Evaluation Total		115,000.00	115,000.00	115,000.00	76,000.00
		TK #5 Program Management	Planned Amount	1,369,000.00			0.00
		TK #5 Program Management Total		1,369,000.00			0.00
		TK #5 Program Management	CP-19-02 OHSP - Michigan Department of State Police		1,368,649.00	1,368,649.00	1,153,388.00
		TK #5 Program Management Total			1,368,649.00	1,368,649.00	1,153,388.00
		Unallocated to Grants	Oblig Bal 402 Funds		2,379,481.04		0.00
		Unallocated to Grants Total			2,379,481.04		0.00
	402 Total			6,846,000.00	6,445,127.04	4,065,646.00	2,807,919.00
	405b	TK #1 Traffic Enforcement	Planned Amount	115,000.00			
			PT-19-38 Lapeer County Sheriff's Office		12,313.00	12,313.00	11,122.00
			PT-19-39 Huron County Sheriff's Department		8,344.00	8,344.00	8,344.00
			PT-19-40 Ionia County Sheriff's Office		4,786.00	4,786.00	3,018.00
			PT-19-35 Sanilac County Sheriff's Office		6,026.00	6,026.00	5,953.00
			PT-19-37 Tuscola County Sheriff's Office		3,552.00	3,552.00	3,536.00
		TK #1 Traffic Enforcement Total		115,000.00	35,021.00	35,021.00	31,973.00
	405b Total			115,000.00	35,021.00	35,021.00	31,973.00
	405d	TK #1 Traffic Enforcement	Planned Amount	903,000.00			
			PT-19-05 Eighth District Headquarters - Michigan Department of State Police		49,844.00	49,844.00	49,671.00
			PT-19-11 Third District Headquarters - Michigan Department of State Police		174,523.00	174,523.00	158,999.00

ANNUAL EVALUATION REPORT 2019

Program Area	Fund	Task Description	Grantee ID	Planned	Obligatory	Approved Grant	Total Payments
			PT-19-12 Second District Headquarters - Michigan Department of State Police		155,818.00	155,818.00	151,049.00
			PT-19-13 First District Headquarters - Michigan Department of State Police		203,694.00	203,694.00	180,646.00
			PT-19-14 Fifth District Headquarters - Michigan Department of State Police		180,585.00	180,585.00	161,241.00
			PT-19-15 Seventh District Headquarters - Michigan Department of State Police		24,796.00	24,796.00	24,796.00
			PT-19-16 Sixth District Headquarters - Michigan Department of State Police		112,109.00	112,109.00	80,810.00
		TK #1 Traffic Enforcement Total		903,000.00	901,369.00	901,369.00	807,212.00
		TK #4 Law Enforcement Training	Planned Amount	437,000.00			0.00
			CP-19-01 OHSP - Michigan Department of State Police		306,998.00	306,998.00	227,164.00
		TK #4 Law Enforcement Training Total		437,000.00	306,998.00	306,998.00	227,164.00
	405d Total			1,340,000.00	1,208,367.00	1,208,367.00	1,034,376.00
	405b PM	TK #2 Education & Communication	CP-19-03 OHSP - Michigan Department of State Police		555,000.00	555,000.00	549,806.00
		TK #2 Education & Communication Total			555,000.00	555,000.00	549,806.00
		TK #2 Education & Communication	Planned Amount	555,000.00			0.00
		TK #2 Education & Communication Total		555,000.00			0.00
	405b PM Total			555,000.00	555,000.00	555,000.00	549,806.00
	405d PM	TK #2 Education & Communication	CP-19-03 OHSP - Michigan Department of State Police		1,608,000.00	1,608,000.00	831,114.00
		TK #2 Education & Communication Total			1,608,000.00	1,608,000.00	831,114.00
		TK #2 Education & Communication	Planned Amount	1,608,000.00			0.00
		TK #2 Education & Communication Total		1,608,000.00			0.00
		Unallocated to Grants	(blank)		1,423,000.00		
		Unallocated to Grants Total			1,423,000.00		
	405d PM Total			1,608,000.00	3,031,000.00	1,608,000.00	831,114.00
PT Total				10,464,000.00	11,274,515.04	7,472,034.00	5,255,188.00
PS	402	TK #4 Program Management	Planned Amount	7,000.00			0.00
		TK #4 Program Management Total		7,000.00			0.00
		TK #4 Program Management	CP-19-02 OHSP - Michigan Department of State Police		6,498.00	6,498.00	5,476.00
		TK #4 Program Management Total			6,498.00	6,498.00	5,476.00
		Unallocated to Grants	Oblig Bal 402 Funds		502.00		0.00
		Unallocated to Grants Total			502.00		0.00
	402 Total			7,000.00	7,000.00	6,498.00	5,476.00
	405h	TK #1 Evaluation	Planned Amount	1,399,000.00			0.00
		TK #1 Evaluation Total		1,399,000.00			0.00
		TK #2 Public Education and Training	Planned Amount	830,000.00			0.00
			CP-19-03 OHSP - Michigan Department of State Police		520,000.00	520,000.00	482,609.00
			PS-19-02 City of Detroit		100,000.00	100,000.00	33,202.00
			PS-19-03 Muskegon County Sheriff's Office		20,000.00	20,000.00	10,148.00
			PS-19-04 League of Michigan Bicyclists		70,000.00	70,000.00	33,249.00
		TK #2 Public Education and Training Total		830,000.00	710,000.00	710,000.00	559,208.00
		TK #3 Pedestrian and Bicycle Law Enforcement Mobilization	Planned Amount	200,000.00			0.00
			PS-19-05 Kalamazoo Department of Public Safety		78,416.00	78,416.00	20,763.00
			PS-19-06 Detroit Police Department - Grants and Contracts		44,720.00	44,720.00	30,916.00
			PS-19-07 Warren Police Department		42,000.00	42,000.00	38,277.00
			PS-19-08 Lansing Police Department		8,339.00	8,339.00	4,948.00
		TK #3 Pedestrian and Bicycle Law Enforcement Mobilization Total		200,000.00	173,475.00	173,475.00	94,904.00
		Unallocated to Grants	Oblig Bal 405h Funds		1,545,453.73		0.00
		Unallocated to Grants Total			1,545,453.73		0.00
	405h Total			2,429,000.00	2,428,928.73	883,475.00	654,112.00
PS Total				2,436,000.00	2,435,928.73	889,973.00	659,588.00

Program Area	Fund	Task Description	Grantee ID	Planned	Obligatory	Approved Grant	Total Payments
TR	402	TK #1 Traffic Crash Data Support and Training	Planned Amount	173,000.00			
			TR-19-03 TIA		131,625.00	131,625.00	106,368.00
			TR-19-08 Regents of the University of Michigan		38,197.00	38,197.00	38,197.00
		TK #1 Traffic Crash Data Support and Training Total		173,000.00	169,822.00	169,822.00	144,565.00
		TK #2 Education & Communication	TR-19-04 Regents of the University of Michigan		671,544.00	671,544.00	671,544.00
		TK #2 Education & Communication Total			671,544.00	671,544.00	671,544.00
		TK #2 Education & Communication	Planned Amount	674,000.00			
		TK #2 Education & Communication Total		674,000.00			
		TK #3 Program Management	Planned Amount	345,000.00			0.00
		TK #3 Program Management Total		345,000.00			0.00
		TK #3 Program Management	CP-19-02 OHSP - Michigan Department of State Police		344,911.00	344,911.00	290,665.00
		TK #3 Program Management Total			344,911.00	344,911.00	290,665.00
		Unallocated to Grants	Oblig Bal 402 Funds		5,723.00		0.00
		Unallocated to Grants Total			5,723.00		0.00
	402 Total			1,192,000.00	1,192,000.00	1,186,277.00	1,106,774.00
	405c	TK #1 Traffic Crash Data Support and Training	Planned Amount	3,101,000.00			0.00
			TR-19-01 CJIC- Michigan Department of State Police		33,014.00	33,014.00	15,772.00
			TR-19-03 TIA		0.00	0.00	0.00
			TR-19-05 Regents of the University of Michigan		106,618.00	106,618.00	106,618.00
			TR-19-06 Regents of the University of Michigan		115,426.00	115,426.00	115,426.00
			TR-19-02 Michigan Department of Transportation		79,000.00	79,000.00	46,699.00
		TK #1 Traffic Crash Data Support and Training Total		3,101,000.00	334,058.00	334,058.00	284,515.00
		TK #2 Education & Communication	TR-19-04 Regents of the University of Michigan		0.00	0.00	0.00
		TK #2 Education & Communication Total			0.00	0.00	0.00
		TK #2 Education & Communication	Planned Amount	0.00			0.00
		TK #2 Education & Communication Total		0.00			0.00
		Unallocated to Grants	Oblig Bal 405c Funds		2,766,476.71		
		Unallocated to Grants Total			2,766,476.71		
	405c Total			3,101,000.00	3,100,534.71	334,058.00	284,515.00
TR Total				4,293,000.00	4,292,534.71	1,520,335.00	1,391,289.00
CP	402	TK #1 Education & Communication	CP-19-01 OHSP - Michigan Department of State Police		29,000.00	29,000.00	736.00
			CP-19-04 MSP Departmental Services Division Warehouse		163,111.00	163,111.00	133,433.00
		TK #1 Education & Communication Total			192,111.00	192,111.00	134,169.00
		TK #1 Education & Communication	Planned Amount	314,000.00			
		TK #1 Education & Communication Total		314,000.00			
		TK #2 Program Management	Planned Amount	101,000.00			0.00
		TK #2 Program Management Total		101,000.00			0.00
		TK #2 Program Management	CP-19-02 OHSP - Michigan Department of State Police		100,974.00	100,974.00	85,092.00
		TK #2 Program Management Total			100,974.00	100,974.00	85,092.00
		Unallocated to Grants	Oblig Bal 402 Funds		121,915.00		0.00
		Unallocated to Grants Total			121,915.00		0.00
	402 Total			415,000.00	415,000.00	293,085.00	219,261.00
	405b	TK #1 Education & Communication	CP-19-03 OHSP - Michigan Department of State Police		175,000.00	175,000.00	126,363.00
		TK #1 Education & Communication Total			175,000.00	175,000.00	126,363.00
		TK #1 Education & Communication	Planned Amount	175,000.00			
		TK #1 Education & Communication Total		175,000.00			
	405b Total			175,000.00	175,000.00	175,000.00	126,363.00
CP Total				590,000.00	590,000.00	468,085.00	345,624.00
DE	402	TK #1 Education & Communication	CP-19-03 OHSP - Michigan Department of State Police		2,000.00	2,000.00	1,516.00
			DE-19-01 TIA		78,993.00	78,993.00	66,871.00
			DE-19-03 TIA		10,000.00	10,000.00	9,986.00
			DE-19-04 TIA		79,882.00	79,882.00	76,694.00
		TK #1 Education & Communication Total			170,875.00	170,875.00	155,067.00
		TK #1 Education & Communication	Planned Amount	181,000.00			0.00

ANNUAL EVALUATION REPORT 2019

Program Area	Fund	Task Description	Grantee ID	Planned	Obligatory	Approved Grant	Total Payments
		TK #1 Education & Communication Total		181,000.00			0.00
		TK #2 Program Management	Planned Amount	15,000.00			0.00
		TK #2 Program Management Total		15,000.00			0.00
		TK #2 Program Management	CP-19-02 OHSP - Michigan Department of State Police		14,996.00	14,996.00	12,640.00
		TK #2 Program Management Total			14,996.00	14,996.00	12,640.00
		Unallocated to Grants	Oblig Bal 402 Funds		10,129.00		0.00
		Unallocated to Grants Total			10,129.00		0.00
	402 Total			196,000.00	196,000.00	185,871.00	167,707.00
	405b	TK #1 Education & Communication	DE-19-02 Michigan Department of State Police		50,000.00	50,000.00	50,000.00
		TK #1 Education & Communication Total			50,000.00	50,000.00	50,000.00
		TK #1 Education & Communication	Planned Amount	50,000.00			0.00
		TK #1 Education & Communication Total		50,000.00			0.00
	405b Total			50,000.00	50,000.00	50,000.00	50,000.00
DE Total				246,000.00	246,000.00	235,871.00	217,707.00
MC	402	TK #2 Motorcycle Evaluation	Planned Amount	20,000.00			0.00
			CP-19-03 OHSP - Michigan Department of State Police		20,000.00	20,000.00	19,766.00
		TK #2 Motorcycle Evaluation Total		20,000.00	20,000.00	20,000.00	19,766.00
		TK #3 Program Management	Planned Amount	133,000.00			0.00
		TK #3 Program Management Total		133,000.00			0.00
		TK #3 Program Management	CP-19-02 OHSP - Michigan Department of State Police		132,966.00	132,966.00	112,051.00
		TK #3 Program Management Total			132,966.00	132,966.00	112,051.00
		Unallocated to Grants	Oblig Bal 402 Funds		34.00		0.00
		Unallocated to Grants Total			34.00		0.00
	402 Total			153,000.00	153,000.00	152,966.00	131,817.00
	405b	Unallocated to Grants	Oblig Bal 405b Funds		88,621.31		0.00
		Unallocated to Grants Total			88,621.31		0.00
	405b Total				88,621.31		0.00
	405f	TK #1 Training and Education	Planned Amount	146,000.00			0.00
			CP-19-03 OHSP - Michigan Department of State Police		9,000.00	9,000.00	7,418.00
			MC-19-01 Michigan Department of State Police		137,000.00	137,000.00	74,211.00
		TK #1 Training and Education Total		146,000.00	146,000.00	146,000.00	81,629.00
		TK #2 Motorcycle Evaluation	Planned Amount	56,000.00			0.00
		TK #2 Motorcycle Evaluation Total		56,000.00			0.00
		Unallocated to Grants	Oblig Bal 405f Funds		55,108.37		
		Unallocated to Grants Total			55,108.37		
	405f Total			202,000.00	201,108.37	146,000.00	81,629.00
	405b PM	Unallocated to Grants	(blank)		20,000.00		
		Unallocated to Grants Total			20,000.00		
	405b PM Total				20,000.00		
	405d PM	TK #1 Training and Education	Planned Amount	260,000.00			0.00
			CP-19-03 OHSP - Michigan Department of State Police		260,000.00	260,000.00	228,327.00
		TK #1 Training and Education Total		260,000.00	260,000.00	260,000.00	228,327.00
	405d PM Total			260,000.00	260,000.00	260,000.00	228,327.00
MC Total				615,000.00	722,729.68	558,966.00	441,773.00
EM	402	TK #1 Emergency Medical Services	Planned Amount	7,000.00			0.00
			CP-19-02 OHSP - Michigan Department of State Police		6,498.00	6,498.00	5,477.00
		TK #1 Emergency Medical Services Total		7,000.00	6,498.00	6,498.00	5,477.00
		Unallocated to Grants	Oblig Bal 402 Funds		502.00		0.00
		Unallocated to Grants Total			502.00		0.00
	402 Total			7,000.00	7,000.00	6,498.00	5,477.00
EM Total				7,000.00	7,000.00	6,498.00	5,477.00
PA	402	TK #1 Planning and Administration	Planned Amount	596,670.00			
			PA-19-01 OHSP - Michigan Department of State Police		596,178.00	596,178.00	571,658.00
		TK #1 Planning and Administration Total		596,670.00	596,178.00	596,178.00	571,658.00
		Unallocated to Grants	Oblig Bal 402 Funds		492.00		0.00
		Unallocated to Grants Total			492.00		0.00
	402 Total			596,670.00	596,670.00	596,178.00	571,658.00
PA Total				596,670.00	596,670.00	596,178.00	571,658.00
Grand Total				25,059,740.00	24,656,288.21	16,082,357.00	12,595,947.00

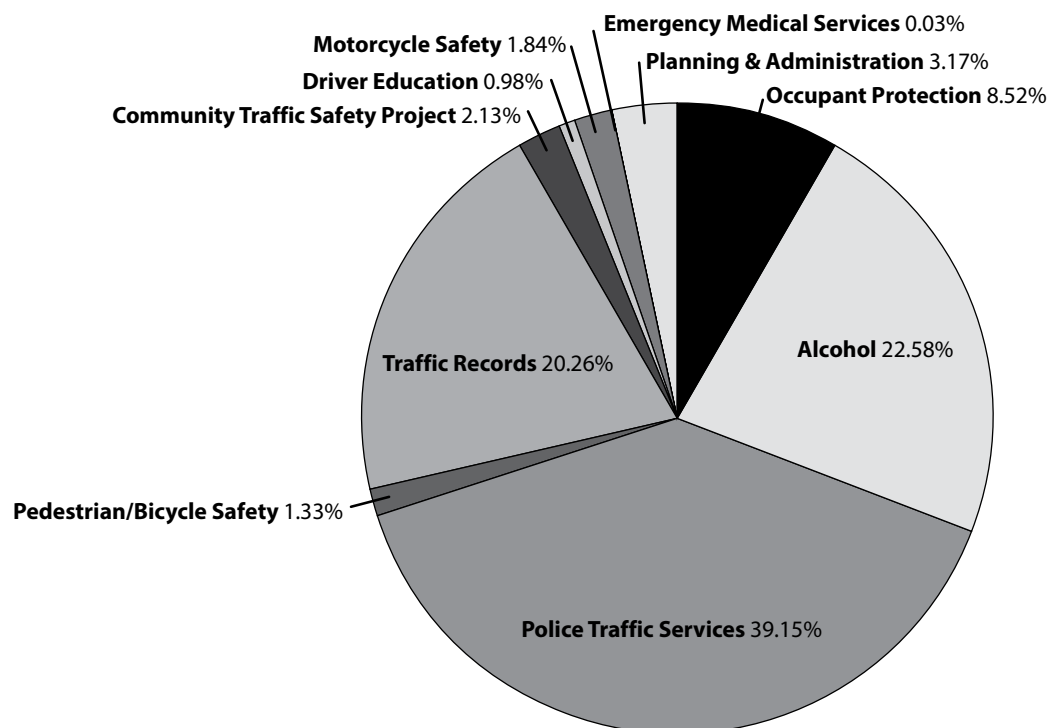
Fund	Planned Amount	Obligated Amount	Approved Grants	Total Paid	Liquidation %	Fund
Total 402 w/o PM	10,288,740.00	9,887,867.04	7,368,911.00	5,780,576.00		
Total 402 PM	0.00	0.00	0.00	0.00	58.46%	402 + 402 PM
Total 405b w/o PM	845,000.00	844,477.31	755,856.00	593,603.00	70.29%	405b
Total 405b PM	575,000.00	575,000.00	555,000.00	549,806.00	95.62%	405b PM
Total 405c	3,101,000.00	3,100,534.71	334,058.00	284,515.00	9.18%	405c
Total 405d w/o PM	4,328,000.00	4,327,372.05	4,171,057.00	3,592,265.00	83.01%	405d
Total 405d PM	3,291,000.00	3,291,000.00	1,868,000.00	1,059,441.00	32.19%	405d PM
Total 405f	202,000.00	201,108.37	146,000.00	81,629.00	40.59%	405f
Total 405h	2,429,000.00	2,428,928.73	883,475.00	654,112.00	26.93%	405h
Total NHTSA GTS Funds	25,059,740.00	24,656,288.21	16,082,357.00	12,595,947.00	51.09%	Total GTS Funds

OHSP 2018 Status Report

FISCAL YEAR 2018

Updated as of: 12/15/2018

	402	405b	405c	405d	405f	405h	402 PM	405b PM	405d PM	TOTAL	PERCENT
Occupant Protection	411,099	559,787						389,584		1,360,470	8.52%
Alcohol	430,951			3,175,715						3,606,666	22.58%
Police Traffic Services	5,195,889			70,404					986,351	6,252,644	39.15%
Pedestrian/ Bicycle Safety	42,302					170,551				212,853	1.33%
Traffic Records	269,961		2,966,067							3,236,028	20.26%
Community Traffic Safety Project	331,825			8,360						340,185	2.13%
Driver Education	91,887			64,959						156,846	0.98%
Motorcycle Safety	105,453			70,269	117,858					293,580	1.84%
Emergency Medical Services	4,219									4,219	0.03%
Planning & Administration	506,473									506,473	3.17%
Grand Total	7,390,059	559,787	2,966,067	3,389,707	117,858	170,551	0	389,584	986,351	15,969,964	100.00%



Program Area	Fund	Task Description	Grantee ID	Planned	Obligatory	Approved Grant	Total Payments
OP	402	TK #1 Child Passenger Safety	Planned Amount	300,000.00			0.00
			CP-18-01 OHSP - Michigan Department of State Police		300,000.00	300,000.00	292,992.00
		TK #1 Child Passenger Safety Total		300,000.00	300,000.00	300,000.00	292,992.00
		TK #4 Program Management	CP-18-02 OHSP - Michigan Department of State Police		138,208.00	138,208.00	118,107.00
		TK #4 Program Management Total			138,208.00	138,208.00	118,107.00
		Unallocated to Grants	Oblig Bal 402 Funds		(15,613.00)		0.00
		Unallocated to Grants Total			(15,613.00)		0.00
		TK #4 Program Support	Planned Amount	140,000.00			0.00
		TK #4 Program Support Total		140,000.00			0.00
	402 Total			440,000.00	422,595.00	438,208.00	411,099.00
	405b	TK #1 Child Passenger Safety	Planned Amount	385,000.00			0.00
			CP-18-01 OHSP - Michigan Department of State Police		100,000.00	100,000.00	52,597.00
			OP-18-01 City of St. Ignace		205,000.00	205,000.00	198,422.00
			OP-18-04 City of St. Ignace		79,430.00	79,430.00	70,698.00
		TK #1 Child Passenger Safety Total		385,000.00	384,430.00	384,430.00	321,717.00
		TK #2 Evaluation	Planned Amount	274,000.00			0.00
			OP-18-02 Michigan State University		105,975.00	105,975.00	105,968.00
			OP-18-05 Michigan State University		102,796.00	102,796.00	102,751.00
			OP-18-03 Western Michigan University - Civil and Construction Engineering		20,000.00	20,000.00	19,668.00
		TK #2 Evaluation Total		274,000.00	228,771.00	228,771.00	228,387.00
		TK #3 Education and Outreach	Planned Amount	151,000.00			0.00
		TK #3 Education and Outreach Total		151,000.00			0.00
		TK #3 Education & Communication	OP-18-06 Helen DeVos Children's Hospital		9,683.00	9,683.00	9,683.00
		TK #3 Education & Communication Total			9,683.00	9,683.00	9,683.00
		TK #3 Education & Outreach	CP-18-03 OHSP - Michigan Department of State Police		45,000.00	45,000.00	0.00
		TK #3 Education & Outreach Total			45,000.00	45,000.00	0.00
	405b Total			810,000.00	667,884.00	667,884.00	559,787.00
	405b PM	TK #3 Education and Outreach	Planned Amount	390,000.00			0.00
		TK #3 Education and Outreach Total		390,000.00			0.00
		TK #3 Education & Communication	CP-18-03 OHSP - Michigan Department of State Police		390,000.00	390,000.00	389,584.00
		TK #3 Education & Communication Total			390,000.00	390,000.00	389,584.00
	405b PM Total			390,000.00	390,000.00	390,000.00	389,584.00
OP Total				1,640,000.00	1,480,479.00	1,496,092.00	1,360,470.00
AL	402	TK #1 Enforcement Support	Planned Amount	10,000.00			0.00
			AL-18-03 PAAM		10,000.00	10,000.00	3,068.00
		TK #1 Enforcement Support Total		10,000.00	10,000.00	10,000.00	3,068.00
		TK #2 Adjudication	Planned Amount	8,000.00			0.00
			AL-18-03 PAAM		8,000.00	8,000.00	6,068.00
		TK #2 Adjudication Total		8,000.00	8,000.00	8,000.00	6,068.00
		TK #4 Program Management	Planned Amount	500,000.00			0.00
			CP-18-02 OHSP - Michigan Department of State Police		493,601.00	493,601.00	421,815.00
		TK #4 Program Management Total		500,000.00	493,601.00	493,601.00	421,815.00
		Unallocated to Grants	Oblig Bal 402 Funds		(14,091.00)		0.00
		Unallocated to Grants Total			(14,091.00)		0.00
	402 Total			518,000.00	497,510.00	511,601.00	430,951.00
	405d	TK #1 Enforcement Support	Planned Amount	945,000.00			0.00
			CP-18-01 OHSP - Michigan Department of State Police		269,885.00	269,885.00	215,218.00
			AL-18-01 Training Division - MSP		408,691.00	408,691.00	376,886.00
			AL-18-03 PAAM		5,000.00	5,000.00	0.00
		TK #1 Enforcement Support Total		945,000.00	683,576.00	683,576.00	592,104.00
		TK #2 Adjudication	Planned Amount	2,512,000.00			0.00
			AL-18-04 Michigan Judicial Institute		87,056.00	87,056.00	75,890.00
			CP-18-01 OHSP - Michigan Department of State Police		50,000.00	50,000.00	14,815.00
			AL-18-03 PAAM		624,200.00	624,200.00	620,265.00
			AL-18-05 SCAO		1,721,000.00	1,721,000.00	1,542,552.00
		TK #2 Adjudication Total		2,512,000.00	2,482,256.00	2,482,256.00	2,253,522.00
		TK #3 Reducing Underage Drinking	Planned Amount	593,000.00			0.00
			AL-18-04 Michigan Judicial Institute		10,625.00	10,625.00	10,625.00
			AL-18-11 Allegan County Sheriff's Department		4,984.00	4,984.00	4,976.00

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Program Area	Fund	Task Description	Grantee ID	Planned	Obligatory	Approved Grant	Total Payments
			AL-18-13 Berrien County Sheriff's Office		9,925.00	9,925.00	3,217.00
			AL-18-17 Detroit Police Department - Grants and Contracts		60,000.00	60,000.00	50,680.00
			AL-18-20 Escanaba Public Safety		9,968.00	9,968.00	5,872.00
			AL-18-21 Grand Blanc Township Police Department		7,492.00	7,492.00	7,263.00
			AL-18-22 Grosse Ile Police Department		40,000.00	40,000.00	34,521.00
			AL-18-24 Mt. Pleasant Police Department		24,382.00	24,382.00	23,672.00
			AL-18-25 Kalamazoo County Sheriff's Office		7,428.00	7,428.00	5,491.00
			AL-18-28 Macomb County Sheriff's Office		19,921.00	19,921.00	19,248.00
			AL-18-30 Marquette County Sheriff's Office		7,472.00	7,472.00	5,131.00
			CP-18-01 OHSP - Michigan Department of State Police		110,000.00	110,000.00	33,755.00
			AL-18-35 Ottawa County Sheriff's Office		29,957.00	29,957.00	22,225.00
			AL-18-36 Saginaw County Sheriff's Office		7,388.00	7,388.00	1,127.00
			AL-18-37 St. Clair County Sheriff's Office		7,489.00	7,489.00	7,097.00
			AL-18-39 TIA		32,250.00	32,250.00	32,250.00
			AL-18-41 Washtenaw County Sheriff's Office		19,962.00	19,962.00	1,265.00
			AL-18-16 Chippewa County Sheriff's Office		7,485.00	7,485.00	6,587.00
			AL-18-18 Eaton County Sheriff's Office		6,969.00	6,969.00	6,969.00
			AL-18-31 Mecosta County Sheriff's Office		4,999.00	4,999.00	2,489.00
			AL-18-32 Meridian Township Police Department		25,000.00	25,000.00	24,998.00
			AL-18-34 Muskegon County Sheriff's Office		10,000.00	10,000.00	7,174.00
			AL-18-12 Bay County Sheriff's Office		5,000.00	5,000.00	4,736.00
			AL-18-26 Kent County Sheriff's Office		7,500.00	7,500.00	7,487.00
			AL-18-29 Manistee Police Department		4,991.00	4,991.00	1,234.00
		TK #3 Reducing Underage Drinking Total		593,000.00	481,187.00	481,187.00	330,089.00
		Unallocated to Grants	Oblig Bal 405d Funds		1,465,373.71		
		Unallocated to Grants Total			1,465,373.71		
	405d Total			4,050,000.00	5,112,392.71	3,647,019.00	3,175,715.00
AL Total				4,568,000.00	5,609,902.71	4,158,620.00	3,606,666.00
PT	402	TK #1 Traffic Enforcement	Planned Amount	5,029,000.00			0.00
			PT-18-02 Allegan County Sheriff's Office		42,968.00	42,968.00	42,882.00
			PT-18-04 Berrien County Sheriff's Office		23,942.00	23,942.00	21,063.00
			PT-18-05 Newaygo County Sheriff's Office		16,488.00	16,488.00	13,304.00
			PT-18-06 Macomb County Sheriff's Office		186,481.00	186,481.00	161,561.00
			PT-18-07 Clinton County Sheriff's Office		25,000.00	25,000.00	23,252.00
			PT-18-08 Lapeer County Sheriff's Office		55,624.00	55,624.00	22,489.00
			PT-18-09 Livingston County Sheriff's Office		19,987.00	19,987.00	16,502.00
			PT-18-10 Muskegon County Sheriff's Office		60,000.00	60,000.00	39,936.00
			PT-18-11 Escanaba Public Safety		14,983.00	14,983.00	14,983.00
			PT-18-12 Grosse Ile Police Department		231,979.00	231,979.00	222,187.00
			PT-18-13 Jackson Traffic Safety		40,690.00	40,690.00	34,843.00
			PT-18-14 Leelanau County Sheriff's Office		9,884.00	9,884.00	9,227.00
			PT-18-15 Monroe County Sheriff's Office		68,000.00	68,000.00	61,793.00
			PT-18-17 Detroit Police Department - Grants and Contracts		269,000.00	269,000.00	265,168.00
			PT-18-19 Bay County Sheriff's Office		17,500.00	17,500.00	17,456.00
			PT-18-20 Flint Township Police Department		175,000.00	175,000.00	155,008.00
			PT-18-22 First District Headquarters - Michigan Department of State Police		201,481.00	201,481.00	179,863.00
			PT-18-25 Fifth District Headquarters - Michigan Department of State Police		216,772.00	216,772.00	216,696.00
			PT-18-27 Eighth District Headquarters - Michigan Department of State Police		282,990.00	282,990.00	279,501.00
			PT-18-29 Cheboygan County Sheriff's Office		11,477.00	11,477.00	10,907.00
			PT-18-30 Kalamazoo County Sheriff's Office		5,675.00	5,675.00	4,636.00
			PT-18-34 Kalamazoo County Sheriff's Office		59,756.00	59,756.00	59,723.00
			PT-18-37 Marquette County Sheriff's Office		16,492.00	16,492.00	13,474.00
			PT-18-38 Chippewa County Sheriff's Office		19,978.00	19,978.00	17,233.00
			PT-18-39 Menominee Police Department		10,465.00	10,465.00	10,465.00
			PT-18-03 Sanilac County Sheriff's Office		10,474.00	10,474.00	10,406.00
			PT-18-16 Ottawa County Sheriff's Office		44,735.00	44,735.00	38,214.00
			PT-18-18 Van Buren County Sheriff's Office		20,935.00	20,935.00	16,464.00
			PT-18-21 Washtenaw County Sheriff's Office		86,000.00	86,000.00	52,751.00
			PT-18-23 Second District Headquarters - Michigan Department of State Police		245,999.00	245,999.00	245,065.00
			PT-18-24 Third District Headquarters - Michigan Department of State Police		321,936.00	321,936.00	321,936.00

Program Area	Fund	Task Description	Grantee ID	Planned	Obligatory	Approved Grant	Total Payments
			PT-18-26 Sixth District Headquarters - Michigan Department of State Police		202,376.00	202,376.00	194,042.00
			PT-18-28 Saginaw County Sheriff's Office		59,225.00	59,225.00	37,915.00
			PT-18-31 St. Clair County Sheriff's Office		64,826.00	64,826.00	55,285.00
			PT-18-32 Tuscola County Sheriff's Office		14,014.00	14,014.00	13,686.00
			PT-18-33 Wayne County Sheriff's Office		223,000.00	223,000.00	198,841.00
			PT-18-35 Seventh District Headquarters - Michigan Department of State Police		161,902.00	161,902.00	157,825.00
			PT-18-36 TIA		499,971.00	499,971.00	499,043.00
			PT-18-40 Alpena County Sheriff's Office		9,937.00	9,937.00	9,633.00
			PT-18-41 Meridian Township Police Department		56,495.00	56,495.00	53,454.00
			PT-18-42 Wyoming Department of Public Safety		174,483.00	174,483.00	157,303.00
			PT-18-43 Calhoun County Sheriff's Office		15,498.00	15,498.00	11,792.00
			PT-18-44 Eaton County Sheriff's Office		19,050.00	19,050.00	19,050.00
			PT-18-45 Green Oak Township Police Department		29,874.00	29,874.00	29,874.00
		TK #1 Traffic Enforcement Total		5,029,000.00	4,343,342.00	4,343,342.00	4,036,731.00
		TK #4 Evaluation	Planned Amount	106,000.00			0.00
			CP-18-03 OHSP - Michigan Department of State Police		105,000.00	105,000.00	86,800.00
			PT-18-01 Western Michigan University - Civil and Construction Engineering		991.00	991.00	951.00
		TK #4 Evaluation Total		106,000.00	105,991.00	105,991.00	87,751.00
		TK #5 Program Management	Planned Amount	1,270,000.00			0.00
			CP-18-02 OHSP - Michigan Department of State Police		1,253,746.00	1,253,746.00	1,071,407.00
		TK #5 Program Management Total		1,270,000.00	1,253,746.00	1,253,746.00	1,071,407.00
		Unallocated to Grants	Oblig Bal 402 Funds		701,776.88		0.00
		Unallocated to Grants Total			701,776.88		0.00
		TK #3 Law Enforcement Training	Planned Amount	0.00			0.00
			CP-18-01 OHSP - Michigan Department of State Police		0.00	0.00	0.00
		TK #3 Law Enforcement Training Total		0.00	0.00	0.00	0.00
		TK #2 Education & Communication	Planned Amount	0.00			0.00
			CP-18-03 OHSP - Michigan Department of State Police		0.00	0.00	0.00
		TK #2 Education & Communication Total		0.00	0.00	0.00	0.00
	402 Total			6,405,000.00	6,404,855.88	5,703,079.00	5,195,889.00
	402 PM	TK #2 Education & Communication	Planned Amount	0.00			0.00
			CP-18-03 OHSP - Michigan Department of State Police		0.00	0.00	0.00
		TK #2 Education & Communication Total		0.00	0.00	0.00	0.00
	402 PM Total			0.00	0.00	0.00	0.00
	405d	TK #3 Law Enforcement Training	Planned Amount	25,000.00			0.00
			CP-18-01 OHSP - Michigan Department of State Police		25,000.00	25,000.00	17,077.00
		TK #3 Law Enforcement Training Total		25,000.00	25,000.00	25,000.00	17,077.00
		TK #2 Education & Communication	Planned Amount	1,698,000.00			0.00
			CP-18-03 OHSP - Michigan Department of State Police		560,000.00	560,000.00	53,327.00
		TK #2 Education & Communication Total		1,698,000.00	560,000.00	560,000.00	53,327.00
	405d Total			1,723,000.00	585,000.00	585,000.00	70,404.00
	405d PM	Unallocated to Grants	(blank)		452,000.00		
		Unallocated to Grants Total			452,000.00		
		TK #2 Education & Communication	Planned Amount	1,375,000.00			0.00
			CP-18-03 OHSP - Michigan Department of State Police		1,000,000.00	1,000,000.00	986,351.00
		TK #2 Education & Communication Total		1,375,000.00	1,000,000.00	1,000,000.00	986,351.00
	405d PM Total			1,375,000.00	1,452,000.00	1,000,000.00	986,351.00
PT Total				9,503,000.00	8,441,855.88	7,288,079.00	6,252,644.00
PS	402	TK #2 Program Management	Planned Amount	25,000.00			0.00
		TK #2 Program Management Total		25,000.00			0.00
		TK #3 Evaluation	CP-18-02 OHSP - Michigan Department of State Police		4,936.00	4,936.00	4,218.00
		TK #3 Evaluation Total			4,936.00	4,936.00	4,218.00
		TK #3 Program Management	Planned Amount	5,000.00			0.00
		TK #3 Program Management Total		5,000.00			0.00
		Unallocated to Grants	Oblig Bal 402 Funds		(2,112.00)		0.00
		Unallocated to Grants Total			(2,112.00)		0.00
		TK #1 Evaluation	Planned Amount	25,000.00			0.00

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Program Area	Fund	Task Description	Grantee ID	Planned	Obligatory	Approved Grant	Total Payments
			CP-18-01 OHSP - Michigan Department of State Police		25,000.00	25,000.00	23,880.00
		TK #1 Evaluation Total		25,000.00	25,000.00	25,000.00	23,880.00
		TK #2 Public Education and Training	CP-18-01 OHSP - Michigan Department of State Police		25,000.00	25,000.00	14,204.00
		TK #2 Public Education and Training Total			25,000.00	25,000.00	14,204.00
	402 Total			55,000.00	52,824.00	54,936.00	42,302.00
	405h	Unallocated to Grants	(blank)		1,419,582.19		
		Unallocated to Grants Total			1,419,582.19		
		TK #1 Evaluation	Planned Amount	1,130,000.00			0.00
		TK #1 Evaluation Total		1,130,000.00			0.00
		TK #2 Public Education and Training	PS-18-10 Regents of the University of Michigan		110,900.00	110,900.00	110,900.00
			PS-18-04 League of Michigan Bicyclists		52,507.00	52,507.00	17,365.00
			PS-18-12 Lansing Police Department		4,914.00	4,914.00	4,022.00
			PS-18-11 Warren Police Department		21,139.00	21,139.00	18,364.00
			PS-18-13 Kalamazoo Department of Public Safety		43,264.00	43,264.00	1,205.00
		TK #2 Public Education and Training Total			232,724.00	232,724.00	151,856.00
		TK #2 Public Safety Program	Planned Amount	383,000.00			0.00
			PS-18-03 Muskegon County Sheriff's Office		18,000.00	18,000.00	7,595.00
			PS-18-06 City of Royal Oak		5,000.00	5,000.00	3,292.00
			PS-18-07 Detroit Greenways Coalition		5,000.00	5,000.00	2,500.00
		TK #2 Public Safety Program Total		383,000.00	28,000.00	28,000.00	13,387.00
		TK #4 Pedestrian and Bicycle Law Enforcement Mobilization	Planned Amount	196,000.00			0.00
		TK #4 Pedestrian and Bicycle Law Enforcement Mobilization Total		196,000.00			0.00
		TK #4 Pedestrian and Bicycle Law Enforcement	PS-18-02 Detroit Police Department - Grants and Contracts		28,294.00	28,294.00	5,308.00
		TK #4 Pedestrian and Bicycle Law Enforcement Total			28,294.00	28,294.00	5,308.00
	405h Total			1,709,000.00	1,708,600.19	289,018.00	170,551.00
PS Total				1,764,000.00	1,761,424.19	343,954.00	212,853.00
TR	402	TK #3 Program Management	Planned Amount	320,000.00			0.00
			CP-18-02 OHSP - Michigan Department of State Police		315,904.00	315,904.00	269,961.00
		TK #3 Program Management Total		320,000.00	315,904.00	315,904.00	269,961.00
		Unallocated to Grants	Oblig Bal 402 Funds		(8,564.00)		0.00
		Unallocated to Grants Total			(8,564.00)		0.00
	402 Total			320,000.00	307,340.00	315,904.00	269,961.00
	405c	TK #2 Education & Communication	Planned Amount	770,000.00			0.00
		TK #2 Education & Communication Total		770,000.00			0.00
		TK #1 Traffic Crash Data Support and Training	Planned Amount	3,945,500.00			0.00
			CP-18-01 OHSP - Michigan Department of State Police		100,000.00	100,000.00	44,888.00
			TR-18-02 CJIC - Michigan Department of State Police		433,000.00	433,000.00	386,483.00
			TR-18-06 CJIC - Michigan Department of State Police		1,900,000.00	1,900,000.00	1,401,656.00
			TR-18-08 Traffic Crash Reconstruction Unit Michigan State Police		210,000.00	210,000.00	209,297.00
			TR-18-09 TIA		61,914.00	61,914.00	58,776.00
			TR-18-07 Regents of the University of Michigan		60,515.00	60,515.00	60,515.00
		TK #1 Traffic Crash Data Support and Training Total		3,945,500.00	2,765,429.00	2,765,429.00	2,161,615.00
		TK #1 Education & Communication	TR-18-11 Regents of the University of Michigan		99,999.00	99,999.00	99,999.00
		TK #1 Education & Communication Total			99,999.00	99,999.00	99,999.00
		TK #2 Education & Communication	TR-18-01 Regents of the University of Michigan		704,453.00	704,453.00	704,453.00
		TK #2 Education & Communication Total			704,453.00	704,453.00	704,453.00
	405c Total			4,715,500.00	3,569,881.00	3,569,881.00	2,966,067.00
TR Total				5,035,500.00	3,877,221.00	3,885,785.00	3,236,028.00
CP	402	TK #1 Education and Communication	Planned Amount	331,000.00			0.00
		TK #1 Education and Communication Total		331,000.00			0.00
		TK #2 Education and Communication	Planned Amount	95,000.00			0.00
		TK #2 Education and Communication Total		95,000.00			0.00

Program Area	Fund	Task Description	Grantee ID	Planned	Obligatory	Approved Grant	Total Payments
		Unallocated to Grants	Oblig Bal 402 Funds		(11,764.00)		0.00
		Unallocated to Grants Total			(11,764.00)		0.00
		TK #1 Education & Communication	CP-18-04 MSP Departmental Services Division Warehouse		160,971.00	160,971.00	138,805.00
			CP-18-03 OHSP - Michigan Department of State Police		170,000.00	170,000.00	112,875.00
		TK #1 Education & Communication Total			330,971.00	330,971.00	251,680.00
		TK #2 Education & Communication	CP-18-02 OHSP - Michigan Department of State Police		93,784.00	93,784.00	80,145.00
		TK #2 Education & Communication Total			93,784.00	93,784.00	80,145.00
	402 Total			426,000.00	412,991.00	424,755.00	331,825.00
	402 PM	Unallocated to Grants	Oblig Bal 402 Funds		0.00		0.00
		Unallocated to Grants Total			0.00		0.00
	402 PM Total				0.00		0.00
	405d	TK #1 Education & Communication	CP-18-04 MSP Departmental Services Division Warehouse		21,000.00	21,000.00	4,174.00
			CP-18-03 OHSP - Michigan Department of State Police		6,000.00	6,000.00	4,186.00
		TK #1 Education & Communication Total			27,000.00	27,000.00	8,360.00
	405d Total				27,000.00	27,000.00	8,360.00
	405d PM	TK #1 Education & Communication	Planned Amount	27,000.00			0.00
		TK #1 Education & Communication Total		27,000.00			0.00
	405d PM Total			27,000.00			0.00
CP Total				453,000.00	439,991.00	451,755.00	340,185.00
DE	402	TK #1 Education & Communication	Planned Amount	137,000.00			0.00
		TK #1 Education & Communication Total		137,000.00			0.00
		TK #2 Program Management	Planned Amount	13,000.00			0.00
			CP-18-02 OHSP - Michigan Department of State Police		12,834.00	12,834.00	10,967.00
		TK #2 Program Management Total		13,000.00	12,834.00	12,834.00	10,967.00
		Unallocated to Grants	Oblig Bal 402 Funds		56,246.00		0.00
		Unallocated to Grants Total			56,246.00		0.00
		TK #1 Education & Communication	CP-18-01 OHSP - Michigan Department of State Police		0.00	0.00	0.00
			CP-18-03 OHSP - Michigan Department of State Police		0.00	0.00	0.00
			DE-18-02 TIA		80,920.00	80,920.00	80,920.00
		TK #1 Education & Communication Total			80,920.00	80,920.00	80,920.00
	402 Total			150,000.00	150,000.00	93,754.00	91,887.00
	405d	TK #1 Education & Communication	Planned Amount	76,000.00			0.00
		TK #1 Education & Communication Total		76,000.00			0.00
		TK #1 Education & Communication	DE-18-02 TIA		74,500.00	74,500.00	64,959.00
		TK #1 Education & Communication Total			74,500.00	74,500.00	64,959.00
	405d Total			76,000.00	74,500.00	74,500.00	64,959.00
DE Total				226,000.00	224,500.00	168,254.00	156,846.00
MC	402	TK #1 Training and Education	Planned Amount	0.00			0.00
		TK #1 Training and Education Total		0.00			0.00
		TK #2 Program Management	Planned Amount	125,000.00			0.00
			CP-18-02 OHSP - Michigan Department of State Police		123,400.00	123,400.00	105,453.00
		TK #2 Program Management Total		125,000.00	123,400.00	123,400.00	105,453.00
		Unallocated to Grants	Oblig Bal 402 Funds		1,600.00		0.00
		Unallocated to Grants Total			1,600.00		0.00
	402 Total			125,000.00	125,000.00	123,400.00	105,453.00
	405d	TK #1 Training and Education					
			Planned Amount	30,000.00			0.00
			CP-18-03 OHSP - Michigan Department of State Police		80,000.00	80,000.00	70,269.00
		TK #1 Training and Education Total		30,000.00	80,000.00	80,000.00	70,269.00
	405d Total			30,000.00	80,000.00	80,000.00	70,269.00
	405f	TK #1 Training and Education	Planned Amount	171,000.00			0.00
			MC-18-01 Michigan Department of State Police		152,000.00	152,000.00	117,858.00
		TK #1 Training and Education Total		171,000.00	152,000.00	152,000.00	117,858.00
		Unallocated to Grants	Oblig Bal 405f Funds		18,888.33		
		Unallocated to Grants Total			18,888.33		
	405f Total			171,000.00	170,888.33	152,000.00	117,858.00

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Program Area	Fund	Task Description	Grantee ID	Planned	Obligatory	Approved Grant	Total Payments
	405d PM	TK #1 Training and Education	Planned Amount	50,000.00			0.00
		TK #1 Training and Education Total		50,000.00			0.00
	405d PM Total			50,000.00			0.00
MC Total				376,000.00	375,888.33	355,400.00	293,580.00
EM	402	Unallocated to Grants	Oblig Bal 402 Funds		(134.00)		0.00
		Unallocated to Grants Total			(134.00)		0.00
		TK #1 Program Management	CP-18-02 OHSP - Michigan Department of State Police		4,936.00	4,936.00	4,219.00
		TK #1 Program Management Total			4,936.00	4,936.00	4,219.00
		TK #1 Evaluation	Planned Amount	5,000.00			0.00
		TK #1 Evaluation Total		5,000.00			0.00
	402 Total			5,000.00	4,802.00	4,936.00	4,219.00
EM Total				5,000.00	4,802.00	4,936.00	4,219.00
PA	402	TK #1 Planning and Administration	Planned Amount	568,142.00			0.00
			PA-18-01 OHSP - Michigan Department of State Police		568,081.00	568,081.00	506,473.00
		TK #1 Planning and Administration Total		568,142.00	568,081.00	568,081.00	506,473.00
		Unallocated to Grants	Oblig Bal 402 Funds		61.00		0.00
		Unallocated to Grants Total			61.00		0.00
	402 Total			568,142.00	568,142.00	568,081.00	506,473.00
PA Total				568,142.00	568,142.00	568,081.00	506,473.00
(blank)	405b	Unallocated to Grants					
			Oblig Bal 405b Funds		28,493.13		0.00
		Unallocated to Grants Total			28,493.13		0.00
	405b Total				28,493.13		0.00
	405c	Unallocated to Grants					
			(blank)		1,143,941.44		
		Unallocated to Grants Total			1,143,941.44		
	405c Total				1,143,941.44		
	405b PM	Unallocated to Grants			95,456.08		
		Unallocated to Grants Total			95,456.08		
	405b PM Total				95,456.08		
(blank) Total					1,267,890.65		0.00
Grand Total				24,138,642.00	24,052,096.76	18,720,956.00	15,969,964.00

Fund	Planned Amount	Obligated Amount	Approved Grants	Total Paid	Liquidation %	Fund
Total 402 w/o PM	9,012,142.00	8,946,059.88	8,238,654.00	7,390,059.00		
Total 402 PM	0.00	0.00	0.00	0.00	82.61%	402 + 402 PM
Total 405b w/o PM	810,000.00	696,377.13	667,884.00	559,787.00	80.39%	405b
Total 405b PM	390,000.00	485,456.08	390,000.00	389,584.00	80.25%	405b PM
Total 405c	4,715,500.00	4,713,822.44	3,569,881.00	2,966,067.00	62.92%	405c
Total 405d w/o PM	5,879,000.00	5,878,892.71	4,413,519.00	3,389,707.00	57.66%	405d
Total 405d PM	1,452,000.00	1,452,000.00	1,000,000.00	986,351.00	67.93%	405d PM
Total 405f	171,000.00	170,888.33	152,000.00	117,858.00	68.97%	405f
Total 405h	1,709,000.00	1,708,600.19	289,018.00	170,551.00	9.98%	405h
Total NHTSA GTS Funds	24,138,642.00	24,052,096.76	18,720,956.00	15,969,964.00	66.40%	Total GTS Funds

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