



January 2020

Michigan.gov/ohsp

Preliminary holiday traffic fatalities near all-time lows

Early reports from the Michigan State Police (MSP)-Criminal Justice Information Center (CJIC) show traffic fatalities in Michigan during both the Christmas holiday period and New Year's holiday period are among the lowest ever.

Preliminary reports show two traffic fatalities during the 30-hour period from 6 p.m. on December 24 through midnight on December 25. Last year there were 13



fatalities during the Christmas holiday period and there were 11 fatalities in the

2017 period. If the 2019 number doesn't change, it will be tied for the second lowest number of fatalities for the Christmas period since records were kept starting in 1972. There were also two fatalities in 2007 and there were no fatalities in 2002.

For the New Year's holiday period, preliminary reports show just one traffic fatality between 6 p.m. on December 31 and midnight on January 1. It's the lowest number of traffic fatalities since 1972. There were nine fatalities during the New Year's holiday period last year and 12 in 2017.

Both holidays fell during a national *Drive Sober or Get Pulled Over* campaign, which ran from December 18 to January 1. In addition to that, Gov. Gretchen Whitmer proclaimed December as Impaired Driving Prevention Month in Michigan.

Schools across Michigan participating in teen safe driving program

Students at 57 Michigan high schools will benefit from efforts



to make teenagers better drivers by participating in the *Strive for a Safer Drive* (S4SD) program. S4SD is a public-private partnership between Ford Driving Skills for Life and the Michigan Office of Highway Safety Planning (OHSP). The peer-led traffic safety campaign seeks to reduce traffic crashes, which are the leading cause of death for teens nationwide.

S4SD Continued on page 3 >

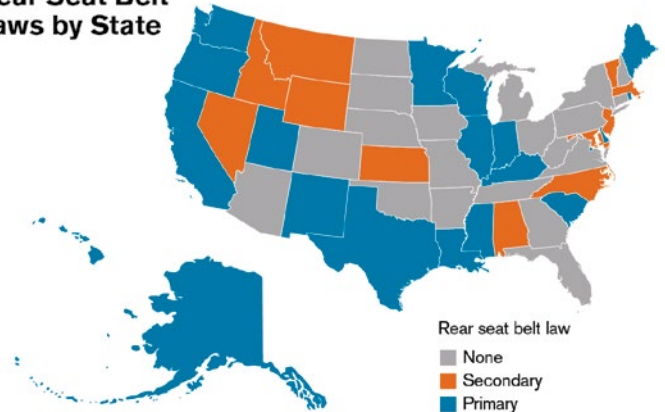
Back seat passengers still not buckling up

In a December 2019 report, the Governors Highway Safety Association (GHSA) found fewer people are using rear seat belts now (76 percent), than in 2013 (78 percent). And the GHSA says that of the 803 unbelted rear seat passengers nationwide (age eight and older) who died in 2018, more than 400 of them would have survived had they been belted.

Michigan is one of 20 states without a rear seat belt law. Eleven states have a secondary rear seat law, and 19 have a primary rear seat belt law.

The complete GHSA report can be found [here](#).

Rear Seat Belt Laws by State



Source: GHSA



OHSP staff provide winter driving tips

During the month of December, OHSP staff members posted winter driving tips to the office's Twitter page. Tips included using your blinker, how to check your

tire tread with a penny, remembering to move over for emergency vehicles, and buckling up in the back seat. All of the tips can be found by searching #OHSPtips on

Twitter, or clicking [here](#). In total, the tips received more than 118,000 impressions, 120 retweets and 172 likes.



Jean Shattuck's tip on sober driving had the most impressions of all the tips (36,088).



The tips ran from Dec. 1 to Dec. 24.



National Law Enforcement Liaison program coordinator Tim Burrows speaks at the Michigan Forum on Highway Traffic Safety and Enforcement, December 5, 2019 in Okemos. The discussion amongst Michigan's law enforcement community centered on the challenges facing traffic enforcement, ideas to overcome those obstacles, and to set a path to reduce traffic fatalities in the state.

Toward Zero Deaths
December 17, 2019
921
Traffic Deaths in Michigan this Year

What's Ahead

FEBRUARY 2020

1-2 **Super Bowl/Drive Sober or Get Pulled Over** social media campaign

6 **Traffic Incident Management Action Team meeting.** Horatio Earle Learning Center, 7575 Crowner Drive, Dimondale, 9:30 a.m.

12 **Traffic Safety Engineering Action Team meeting.** Horatio Earle

Learning Center, 7575 Crowner Drive, Dimondale, 9 a.m.

20 **Drivers Age 20 and Younger Action Team meeting.** Horatio Earle Learning Center, 7575 Crowner Drive, Dimondale, 1:30 p.m.



SAFETY Network

County	School
Allegan County:	Otsego
Barry County:	Lakewood
Bay County:	Bay City Western
Benzie County:	Benzie Central
Berrien County:	Benton Harbor
Branch County:	Coldwater
Calhoun County:	Harper Creek
Clare-Gladwin counties:	Clare-Gladwin Career and Technical Education Center
Delta County:	Escanaba
Eaton County:	Grand Ledge and Potterville
Genesee County:	Grand Blanc
Grand Traverse County:	Traverse City West Senior High School
Macomb County:	Chippewa Valley, Dakota, Dakota Ninth Grade Center, DiAnne M. Pellerin Center, Lake Shore, New Haven, and Paul K. Cousino
Mason County:	West Shore ESD Career and Technical Education Center
Midland County:	Meridian Early College High School
Monroe County:	Bedford Senior High School, Dundee, Monroe, and St. Mary Catholic Central
Newaygo County:	Newaygo
Oakland County:	Ernest W. Seaholm, Holly, Lake Orion, Lakeland, Lamphere, Milford, Rochester Adams, Troy Athens, and University High School-Ferndale
Ontonagon County:	Ontonagon
Presque Isle County:	Posen
Saginaw County:	Freeland, Midland, and Swan Valley
Sanilac County:	Croswell-Lexington
St. Clair County:	Anchor Bay, Memphis Senior High School, and Port Huron Northern
Tuscola County:	Vassar
Washtenaw County:	Dexter, Skyline, and Ypsilanti Community High School
Wayne County:	Ecorse, Fordson, John J. Pershing, John Glenn, Oscar A. Carlson, Plymouth, Riverview Community, and Woodhaven

S4SD Continued from page 1 >

In Michigan, teens and young adults age 15-20 years old, accounted for 7.6 percent of all traffic fatalities in 2018, with 55.4 percent of those deaths being the teen driver. In addition, 9,637 teenagers and young adults were injured in motor vehicle crashes in the same year, representing 12.7 percent of all people injured in a crash.

The S4SD high schools for the 2019-2020 school year are in the table to the left.

As part of the S4SD program, each school receives \$1,000 for students to create a teen-led traffic safety campaign to educate their fellow classmates and the community about various topics including distracted driving, seat belt use, speeding, underage drinking/impaired driving, and winter driving. Schools will submit a video or PowerPoint outlining their campaign. Those schools with the top five winning campaigns will receive a cash prize ranging from \$500-\$1,500.

Following their activities, all schools who participated in the S4SD program will have the opportunity to send students to a free hands-on driving clinic with professional driving instructors sponsored by Ford Driving Skills for Life in the spring.

For more information about S4SD, please visit Michigan.gov/s4sd.



SAFETY Network

Michigan's Oral Fluid Roadside Analysis Pilot Program expands

By Kinga Canike and Ken Stecker

The MSP's expanded Oral Fluid Roadside Analysis Pilot Program began on Oct. 1, 2019. It now includes participation from all drug recognition expert (DRE) officers in the state.

Commonly referred to as Phase 2, it comes almost a year after the first pilot program wrapped up in November 2018. Pursuant to Public Act 242 and 243 of 2016, the MSP conducted the first phase over a one-year period in five counties—Berrien, Delta, Kent, St. Clair and Washtenaw. Participating DRE officers utilized the SoToxa Mobile Test System (formerly known as the Alere DDS2) to test drivers for the presence of amphetamines, benzodiazepines, cannabis (delta 9 THC), cocaine, methamphetamines, and opiates. The SoToxa is a screening tool only. It does not provide a quantitative drug level nor does it tell an officer whether a driver is impaired.

More than 90 tests were completed during the first phase of the pilot program. The MSP's goal is to have more tests performed the second time around to better show the oral fluid instrument's reliability and accuracy in helping law enforcement officers detect drugged drivers. By including all DRE officers in the state, the number of participating counties went from five to more than 50. Even though the MSP is running the program, participating DRE officers employed by county, township, and municipal police agencies are also involved.

DRE officers are police officers who have received highly specialized training that allows them to identify drivers impaired by drugs. Under the pilot program, a DRE officer may require a person to submit to a preliminary oral fluid analysis to detect the presence of a controlled substance in the person's body if the officer has probable cause to believe the driver is impaired

by drugs. The oral fluid sample is obtained by a mouth swab, and refusal to provide a sample is a civil infraction. Pursuant to the pilot program, a second voluntary oral fluid swab will also be taken and sent to an independent forensic laboratory to compare with the SoToxa results. Finally, the DRE officer will also secure a search warrant for blood results and administer the drug recognition 12-step evaluation protocol.

The Michigan pilot program has received national attention since it is the first state to pass legislation that implemented roadside oral fluid testing. The legislation has been helpful in securing funding for the program. In December 2018, the Michigan Legislature approved \$626,000 for Phase 2. The pilot has received even greater attention since November 2018 when Michigan voters chose to legalize recreational marijuana. Over the last several years, Michigan has seen a steady increase in fatal crashes involving drivers impaired by drugs. In 2018, there were 247 drug-involved traffic fatalities.

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





SAFETY Network

Bidding now open for CMV driver training management

The Michigan Department of Technology, Management and Budget is requesting proposals for program management services for the Commercial Motor Vehicle (CMV) safety training and education program (RFP No. 200000000514). Proposals are due by 3 p.m. on Thursday, March 19. The deadline for bidders to submit questions regarding this program is 3 p.m. on Wednesday, February 19.

The project, funded through a grant from the Michigan Truck Safety Commission (MTSC) offers free CMV safety training to CMV drivers and the trucking industry in Michigan. This is not a trucking school but is for existing CMV drivers. In the past, courses have included fatigued driving, updates to federal and state laws, and securing loads.

The MTSC was established by [Public Act 348 of 1988](#) to reduce fatalities resulting from CMV crashes. The act also established the Truck Safety Fund which funds activities of the MTSC through CMV safety programs.

The MTSC is committed to enhancing CMV safety by providing CMV drivers and motor carrier companies with CMV safety training and education, heightening all drivers' awareness of the operational characteristics and limitations of CMVs, initiating data collection and research, and supporting enforcement of motor carrier safety laws.

The mission of the MTSC is accomplished through two primary grants. One is for offering a CMV safety training and education program. The other is the MSP Commercial Vehicle Enforcement Division,

which provides the enforcement of CMV truck safety laws. Additional grants are occasionally awarded for CMV research and other CMV safety activities.

To submit a proposal, ask questions, or for more information, go to www.michigan.gov/sigmavss. You can also call 517-284-0540 or email DMB-vendor@michigan.gov.



25TH ANNUAL MICHIGAN TRAFFIC SAFETY SUMMIT

MICHIGAN TRAFFIC SAFETY
SUMMIT

SAVE THE DATE MARCH 10 & 11, 2020

Spend two days learning about the four E's of traffic safety—Enforcement, Education, Emergency Medical Services, and Engineering—from state and national experts.

Visit Michigan.gov/OHSPTrafficSummit for more info.

KELLOGG HOTEL & CONFERENCE CENTER, EAST LANSING, MICHIGAN



At a staff meeting in November, Lt. Col. Thomas Sands recognized Julie Roth of the OHSP financial section for 15 years of service with the MSP.



SAFETY Network



Instructors needed for motorcycle rider education classes

In 2019, nearly 11,000 people enrolled in a Michigan motorcycle rider education class. There are about 200 RiderCoaches in the state, all who make a difference by helping people learn to ride or acquire new skills. Training sponsors across the state are looking for motorcyclists to become instructors of those classes in 2020. Instructors, or "RiderCoaches," can earn between \$24 - \$35 per hour, working for local training sponsors. The most immediate need for RiderCoaches is at the Grand Rapids Community College and Schoolcraft College/Detroit Metro Consortium range locations.

To become a certified Motorcycle Safety Foundation RiderCoach in Michigan, you must meet the following criteria:

- Be at least 18 years old.
- Have passed a Basic RiderCourse (BRC), the beginning motorcycle class within the last year.
- Have held a motorcycle endorsement for at least one year.
- Possess a good driving record.
- Pass a criminal background check.
- Obtain a sponsorship with an approved public or private motorcycle safety course provider ([providers are located throughout the state](#)).
- Successfully complete the RiderCoach Prep Course.

The fee for a RiderCoach Prep Course is \$75 and includes the materials required for the course. RiderCoach candidates will spend a minimum of 80 hours in the classroom and on the motorcycle riding range. Participants must attend every session, pass a riding-skills test, and pass a knowledge test. They will learn how to effectively instruct and evaluate students in the classroom and on the range and will be required to teach a basic motorcycle safety class under the supervision of an experienced instructor.

In addition to the BRC, the state offers a BRC 2, a Returning Rider Basic RiderCourse, an Advanced RiderCourse (ARC), and a 3-Wheel Basic RiderCourse.

Funding for the training of riders and coaches comes in part from grants administered by the OHSP. In 2019, nearly \$50,000 was spent on training 188 students in 10 ARC classes and training 29 new RiderCoaches in four BRC RiderCoach Prep Sessions.





SAFETY Network



Dr. Blower to receive 2020 Lifesavers Award

Dr. Daniel Blower, an associate research scientist emeritus with the University of Michigan Transportation Research Institute (UMTRI), will be honored by the National Highway Traffic Safety Administration for his dedication to reducing traffic crashes and fatalities. Dr. Blower will receive the 2020 Lifesavers Award for Public Service at the Lifesavers Conference on March 16 in Tampa, FL.

In more than 30 years at the UMTRI, Dr. Blower's primary research focused on crash causation among medium and heavy trucks. His past projects include investigating the crash experience of younger truck drivers, researching the role of passenger car drivers and truck drivers in truck-car fatal crashes, and developing statistical models relating to vehicle configuration and operating environment to the probability of crash involvement.

Dr. Blower received a Governor's appointment to the Michigan Truck Safety Commission in 2011 and served for eight years, including five years as chair. He also received the Richard H. Austin Long-Term Traffic Safety Achievement Award in 2017.

OHSP Welcomes Emily Upton



Emily Upton is the new administrative assistant with the OHSP. Before joining the OHSP, Upton worked at Spicer Group, an engineering firm in St. Johns. She started at Spicer as an administrative intern and later was hired to a full-time position.

Upton has an associate degree in business administration from Baker College, and is currently attending Baker College to obtain her bachelor's degree in business administration with a concentration in human resources. She plans to continue her education and get a master's degree from Davenport University.

STAFF PROFILE

Linda Fech

TEENS/SENIORS/DISTRACTED DRIVING/SCHOOL BUS SAFETY PROGRAM COORDINATOR

Linda has been with the OHSP for nearly eight years and started with the state of Michigan in 1998. She is the program coordinator for teen drivers, senior drivers, distracted driving, and school bus safety. Linda and her husband Bruce have three sons (Nicholas, Joseph, and Matthew) and six grandchildren (Illianna, Brianna, Remington, Saylor, Nathan, and Jackson).

What do you like most about your job?

Working with our partners, participating in and attending the annual Michigan Traffic Safety Summit.

What are you most proud of at work?

Growing the S4SD program.

What are your interests or hobbies?

Spending time with family, traveling, visiting family in Texas and Utah, spending time with our grandchildren, spending time with friends, yoga and bike riding. I love the sunshine and going to the beach.

What personal achievement are you most proud of?

Training for and completing the Chicago Half Marathon in 2005.

What's your favorite vacation spot?

Higgins Lake, MI. I spent every summer there growing up - but I also really love Ludington, MI.

What's something people don't know about you?

I almost drowned on my honeymoon. An undercurrent pulled me out into the Atlantic Ocean at Virginia Beach. A surfer saved me by putting me on his surf board. It's the first and last time I went surfing.



SAFETY Network

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