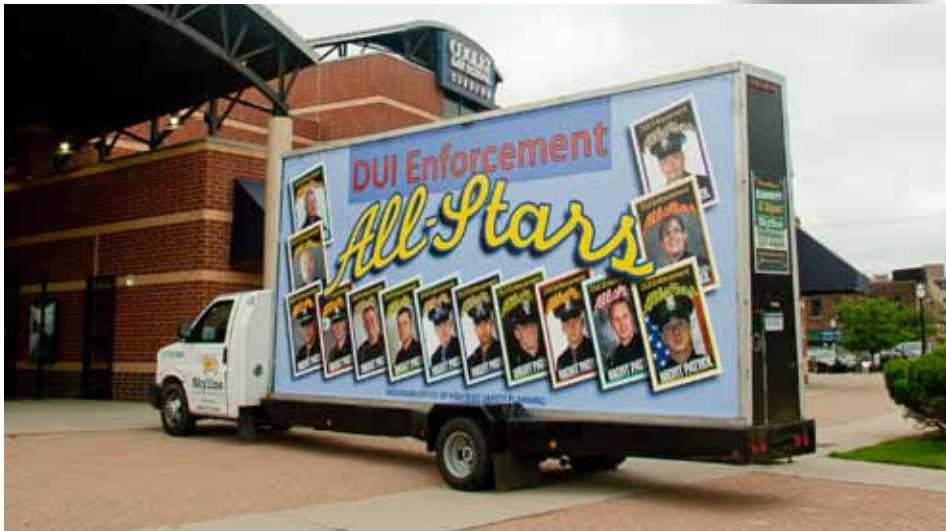




SAFETY Network

July 2014

Michigan.gov/ohsp



Fourth of July drunk driving crackdown features law enforcement 'All-Stars'

While some drunk drivers believe they are able to get home "safe," law enforcement "all-stars" stepped up drunk driving patrols during a statewide Fourth of July drunk driving crackdown. Events at Comerica Park in Detroit and Cooley Law School Stadium in Lansing officially opened the two-week season.

Officers, deputies, and troopers who work the federally funded drunk driving patrols are all specially trained in Standardized Field Sobriety Testing (SFST). SFST-trained officers complete 24 hours of lecture and hands-on instruction in comprehensive impaired driver detection.

The law enforcement ranks also included officers who have been recognized by MADD Michigan with the organization's annual Lifesavers Award. These All-Star law enforcement officers are honored for efforts in education, prevention, policy, or

enforcement that work to reduce impaired driving deaths and injuries.

"The officers, deputies, and troopers working the dedicated drunk driving patrols are truly major leaguers, the power hitters," said Michael L. Prince, director of the Michigan Office of Highway Safety Planning (OHSP). "They are highly trained to look after MVPs. And by that I mean Most Valuable People, our family and friends."

In 2013, MADD Michigan recognized 16 law enforcement officers and four agencies with Lifesavers Awards. A first-time award, the Olivia Cleveland Gratitude Award, was also presented to two deputies.

The next wave of stepped up drunk driving enforcement, the national Drive Sober or Get Pulled Over crackdown, runs August 15-September 1.

2014 GHSA Annual Meeting

**MAPPING OUT THE FUTURE:
HIGHWAY SAFETY AFTER MAP-21**
Grand Rapids, Michigan,
September 7 - 10

The Governors Highway Safety Association (GHSA) 2014 Annual Meeting will explore highway safety after MAP-21, focusing on what the future holds, from Congressional legislation to technology to new approaches and programs. GHSA has a great lineup of general session speakers.

Driving Stoned: What Marijuana Legalization Means for Highway Safety

More permissive marijuana laws raise many questions for the highway safety community. Hear how Colorado and Washington State are responding to legalization of marijuana use and learn about the national implications of loosening marijuana policy.

Closing Luncheon and General Session

Back by popular demand, leading pollster and public policy expert Peter Hart will join GHSA to preview the 2014 election in an interactive and engaging presentation.

Visit www.ghsa.org for additional information and to register for this meeting.



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UMTRI Predicts Continued Increase in Michigan Crash Fatalities

By Michael L. Prince, Director, OHSP



As part of OHSP's annual planning process, the University of Michigan Transportation Research Institute (UMTRI) has performed predictive analytics for crash data for 2014-2017. Predictive analytics is an area of data mining that deals with extracting information from data and historical trends and using it to predict future trends and behavior patterns.

These results will change every year as UMTRI performs this analysis based on the most current data. It also does not take into account any impact from programming for this current year or future years.

UMTRI is predicting, based on its trend analysis, that Michigan is going to see continued increases in several traffic crash categories, including crash fatalities, and

serious injuries for ages 21-24, fatal and serious injuries involving drugs, speed-related fatalities, motorcycle fatalities, and pedestrian fatalities. They also predict a continued drop in seat belt use to 88 percent by 2017.

Serious injuries are showing dramatic improvement, however, one of the possible conclusions from this is that with more people suffering fatal instead of serious injuries due to lack of seat belts and motorcycle helmets, serious injuries will decrease. Consequently, while UMTRI predicts that we will exceed our Strategic Highway Safety goal on serious traffic crash injuries, they also predict that we will fall far short of our goal in fatality reduction.

According to Dr. Carol Flanagan from UMTRI, "This is UMTRI's predictive analysis based on the trend data and should be considered a planning tool for enforcement,

engineering, EMS, and education efforts. It could also be used as a tool in public policy development and the budgeting process as well."

There are a host of variables that traffic safety professionals have no control over (i.e. weather, vehicle miles traveled, economics, public policy, etc.). That being said, any agency or individuals who have interest in traffic safety can use this information in their planning, budgeting, or policy-making process in an attempt to affect these predicted outcomes. While I found this information very concerning, it was informative and valuable from a planning standpoint. OHSP will certainly be factoring this information into our future planning process and I hope you do as well. You may access UMTRI's analysis by contacting Dr. Flanagan at cacf@umich.edu.

More than 13,700 vehicles stopped during Click It Or Ticket

Preliminary reports indicate law enforcement officers from nearly 160 local police departments, sheriff offices, and Michigan State Police posts in 40 counties conducted more than 13,700 traffic stops resulting in 7,767 seat belt and child restraint citations during the Click It Or Ticket enforcement campaign May 19-June 2.

There were 9,129 citations issued for seat belt and child restraint violations during a similar effort in 2013.

In addition to issuing seat belt violations, officers made 41 drug arrests, nearly 30 alcohol-related arrests, and 24 other felony arrests. More than 1,220 tickets were written for suspended licenses and uninsured motorists.

During one Click It Or Ticket traffic stop in Ottawa County, a person was arrested for three felony warrants. A driver not wearing a seat belt in Monroe County was arrested for driving a stolen vehicle and outstanding felony warrants.

There were 20 traffic-related fatalities during the 2014 Memorial Day holiday period. Of the crashes where a seat belt was available, there was one fatality where no seat belt was used. Alcohol was a factor in four crashes. There were 15 traffic fatalities during the 2013 Memorial Day holiday period.

Kristin Allen joins OHSP as new digital media strategist



Kristin Allen has joined the OHSP staff as the digital media strategist in the Communications Section. She will be responsible for the OHSP website and will help launch social media efforts to better engage traffic safety partners.

Kristin previously was working for the Michigan Legislature and is a graduate of Michigan State University.

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Michigan's Motorcycle Safety Program seeking RiderCoach candidates

The Michigan Motorcycle Safety Rider Education Program is looking for RiderCoach candidates for locations around the state.

Are you or someone you know:

- a motorcycle enthusiast?
- an experienced rider and think you have something to offer to less experienced riders?
- interested in earning a good wage working evenings and weekends from April through early September, coaching riders on skills that can prevent crashes, save lives, and make Michigan's motorcyclists safer on the road?

You can find public and private sponsor training sites at www.michigan.gov/motorcycling. Contact the nearest sponsor and schedule time to take or observe the training to determine if this work is for you. If you have already taken the training and are interested in the important work being done by the program, talk

with the RiderCoaches or administrators about sponsoring you to become a Motorcycle Safety Foundation (MSF) certified RiderCoach.

Additional questions should be directed to Joe Kelly, motorcycle safety program coordinator with the Michigan Department of State, at KellyJ1@michigan.gov or (517) 241-6850.

A RiderCoach preparation session consists of 80-90 hours of training; when completed successfully it results in certification by the MSF to teach the Basic RiderCourse. You must be at least 18 years of age, have held a "CY" endorsement for two years, have a driver record that meets minimum standards, and be sponsored by an authorized public or private training sponsor.

For current RiderCoaches and sponsors, this is the call to recruit and mentor new talent. To help build the program you want to be part of in the future. There are challenges and limits before us, but there are opportunities also. Let's seize them!



U.P. enforcement training planned

A two-day traffic safety training opportunity for Upper Peninsula law enforcement officers will take place August 26-27 at Northern Michigan University at the Don H. Botton University Center. Additional information will be available soon. Contact Jamie Dolan, OHSP Regional Coordinator for Northern Michigan, at (906) 225-7036, (906) 225-0904, or dolandj@michigan.gov.

SRP training to continue

OHSP conducted the first regional training for Secondary Road Patrol deputies on June 26 at the Michigan Sheriff's Association offices in Lansing. The training was well-received with an overall rating of 4.6 out of a possible score of

5. A second regional training session is in the planning stages and will tentatively take place before September 30. Additional training will likely be scheduled in FY 15.



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Michigan Speed Measurement Standards: Re-certification Coming Due

Official standards for Michigan's speed measurement operators and instructors were adopted by the Michigan Commission on Law Enforcement Standards (MCOLES) and took effect on January 1, 2010. They can be downloaded at www.michigan.gov/mcoles by clicking on the Standards and Training tab.

The standards require both speed measurement operators and speed measurement instructors to re-certify once every five years to remain active. Re-certification can be done in a variety of ways, including classroom training, update meetings, testing, and performance appraisals.

In late 2009 MCOLES re-certified over 185 speed measurement instructors at three regional meetings. When the standards became official in 2010, speed measurement operators were grandfathered and were not required to attend an update session at that time. Now that 2015 is rapidly approaching, the re-certification requirement is coming due for both operators and instructors.

Law enforcement agencies are reminded to make sure the operators and instructors meet the refresher requirement to remain current.

As the standards were being created, the expert panel felt that agencies should have the flexibility to update operators and instructors in a way that works best for each locality. Therefore, re-certification or a refresher can take many forms depending on administrative requirements, officer work assignments, and what local judges and magistrates need for formal hearings. A refresher does not necessarily have to be a four- or eight-hour update course conducted in a classroom setting.

For example, if an operator consistently conducted speed measurement enforcement for the past five years, he or she could

demonstrate proficiency in the presence of an FTO, speed measurement instructor, or agency administrator to meet the requirement. In fact, observing speed measurement enforcement in the field

ment during that time, he or she might need classroom training and testing. Or, if an agency has a certified speed measurement instructor or there is one locally, an agency could schedule a refresher session for all operators. Having operators test out on a written examination is an option as well. Determine what works best for your agency. Contact your local prosecutor or courts for guidance.

The re-certification requirement holds true for speed measurement instructors as well. In Michigan, there is not a master instructor designation, so current speed measurement instructors can re-certify other instructors. Again, observing an instructor teach speed measurement in the classroom is perhaps the best option. But, hosting a regional meeting for local instructors may work even better.

If an agency needs to locate speed measurement training from outside sources, check in-service training around the state through the MCOLES Information and Tracking Network (MITN). From the agency homepage, first click on the "Training Course Registry" button, then search for speed measurement training by category. Also, check with your regional training consortium or basic recruit academy to see if they offer speed measurement training or updates. Finally, contact other local agencies or consider hosting a regional re-certification session.

Regardless of the type of re-certification training chosen, be sure it is entered and documented in the MITN system for tracking purposes. Be sure to enter the refresher for both operators and instructors, including dates. Some magistrates and judges still require a training printout from MITN for legal proceedings. For further information, visit the MCOLES website or contact Wayne Carlson at (517) 322-5614.



might be the best way to determine competency. On the other hand, if the same operator worked an undercover assign-

SAFETY Network

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