



July 2015

Michigan.gov/ohsp

Summer's newest superhero: the designated driver

Stepped up drunk driving enforcement took place in all 83 Michigan counties during the Fourth of July drunk driving crackdown, July 1-12.

The July mobilization theme focused on the designated driver being the summer's newest superhero. At news conferences across the state, law enforcement officers from police departments, sheriff's offices, and the Michigan State Police praised designated drivers as heroes who rescue friends and family in distress by making sure everyone gets home safely.

"Driving while impaired is completely preventable as are the deaths and injuries that result from this behavior," said Michael L. Prince, Michigan Office of Highway Safety Planning (OHSP) director. "There is absolutely zero tolerance for impaired driving in Michigan."

During last year's Fourth of July drunk driving crackdown, 236 motorists were arrested for drunk driving as a result of extra patrols. There were 12 traffic deaths over that holiday period; a quarter of those fatalities involved alcohol.



Drug Recognition Experts are having an impact in Michigan



Ofcr. Wes Evans works hard every day to protect the residents of Grand Blanc Township. He is passionate about his job and determined to make a difference.

Positive feedback can come at the most unexpected times.

A woman that Officer Evans arrested in 2008 approached him several years afterward to express her gratitude. At the time of the arrest, she had been abusing cocaine with alcohol. After pleading guilty, she was placed in a court-ordered treatment program.

That was a turning point. Since then, the woman has remained clean and sober, gotten married, and secured a full-time

job. She apologized to Evans for her earlier actions and said the arrest changed the trajectory of her life.

"Her life was in a downward spiral," said Evans. "You never know the impact an arrest may have. Some people repeat the behavior while others make changes."

Evans, who has been with the Grand Blanc Township Police since March 2004, also enjoys his work as a Drug Recognition Expert (DRE). Like other DREs, Evans is trained to recognize signs of impairment in drivers under the influence of drugs other than, or in addition to, alcohol. DREs identify the category or categories of drugs causing the impairment. A 12-step evaluation process consisting of physical, mental, and medical components helps them make this determination. A blood or

urine sample is also submitted to a laboratory for analysis and corroboration of the DRE's opinion.

"We are trained to recognize signs and symptoms and then articulate that information so a layperson can understand," Evans said. "Being a DRE adds tools to the officer's toolbox."

DREs follow a systematic, standardized, post-arrest procedure that is based on a variety of observable signs proven to be reliable indicators of drug impairment.

"The body doesn't lie," said Evans. "The body will give off signs of impairment. DRE training allows the officer to share what the suspect's body is reporting. We are trained to take everything together in its totality."

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Order your Summer of Safety materials

Thanks to everyone who is already participating in our *Summer of Safety* program. The goal is to increase seat belt use and reduce impaired driving on Michigan roads through the summer when traffic deaths increase. This will be done through statewide enforcement and outreach.

We also hope to raise awareness of all traffic safety initiatives including *Click It or Ticket*, *Drive Sober or Get Pulled Over*, and motorcycle, pedestrian, bike, and child passenger safety through a variety of free materials included in the *Summer of Safety* campaign.

Our newest item is a colorful bookmark with useful safety tips on driving, walking, biking, and other summer activities. Check out the bookmarks and other assets on the OHSP website by clicking on the link to the free *Summer of Safety* materials. To request items, email Cindy Stoneham at stonehamc@michigan.gov or call (517) 636-4256.



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The training also is vital during legal proceedings.

“Once recognized as an expert by the court, the DRE can render an opinion on what caused an impairment,” Evans said. “This is a valuable asset to have in any criminal case. Chemical abuse, including alcohol, plays a role in just about every crime you can imagine.”

He emphasizes that DREs are not trained to be medical professionals, but the information they gather about signs and symptoms can be crucial in promptly seeking medical assistance.

Evans was a DRE even before Michigan started the program. He now serves as an instructor.

“I thoroughly enjoy teaching and giving to others the training that was given to me,” he said. “I am helping officers to put the pieces together.”

Evans appreciates everyone in law enforcement that backs the DRE program, including Grand Blanc Township Police Chief David Stamm and the Michigan Office of Highway Safety Planning.

“Departmental support from police leaders is a critical component to the program’s success,” Evans said. “Lives have been saved because of that leadership.”

High schools recognized for their S4SD campaigns

Strive for a Safer Drive (S4SD), presented by AAA Michigan, Ford Driving Skills for Life, and the Michigan Office of Highway Safety Planning, provides funding and resources to help teens talk to teens about safe driving with the goal of reducing traffic crashes, injuries, and fatalities among Michigan’s most inexperienced drivers.

As part of S4SD in the 2014-2015 school year, 35 Michigan high schools in counties with the highest number of teen traffic fatalities and serious injuries each received up to \$2,000 for students to create



peer-to-peer traffic safety-related campaigns. The students conducted activities for five months before submitting a final report.

The top schools were selected based on creativity, execution, and compliance with the S4SD participation, requirements.

Here is a list of the 2015 winners by division:

DIVISION 1

- First place:** Swan Valley High School
- Second place:** Williamston High School
- Third place:** Charlotte High School

DIVISION 2

- First place:** Ida High School
- Second place (tie):** Milan High School
- Second place (tie):** Plymouth High School

DIVISION 3

- First place:** Clarkston High School
- Second place:** Lake Orion High School
- Third place:** Atherton High School

Students from participating schools attended a free hands-on driving clinic with professional driving instructors at the Ford Dearborn Development Center on May 15.

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The Spartan statue was among several iconic Michigan landmarks and locations that “buckled up” to celebrate Seat Belt Safety Awareness Day on May 18. The familiar figure on the Michigan State University campus displayed “Spartan-safety-pride” by wearing a seat belt in honor of Governor Rick Snyder’s awareness day proclamation.

The effort encouraged motorists to comply with the state’s mandatory seat belt law and reduce traffic deaths and serious injuries by increasing seat belt use. The day also marked the start of stepped up seat belt enforcement in all 83 counties during the *Click It Or Ticket* campaign that ran from May 18-31.



OHSP seeking ideas for 2016 Traffic Safety Summit presentations

The Michigan Office of Highway Safety Planning (OHSP) is seeking ideas for general session and workshop speakers for the 21st Annual Michigan Traffic Safety Summit, March 22-24, 2016, at the Kellogg Hotel and Conference Center in East Lansing.

Suggested topics and speakers should apply to a broad range of traffic safety professionals and be relevant to this event. All presentation proposals will be reviewed by OHSP with an effort to include information in the final agenda about every aspect of traffic safety in Michigan.

The submission form is available on the OHSP website by clicking on the link to 2016 Michigan Traffic Safety Summit Call for Topics. Please submit completed forms to OHSP by fax: (517) 241-2501; email: MSP-OHSP-Summit@michigan.gov; or mail: P.O. Box 30634, Lansing, Michigan 48913; by September 18, 2015.

Registration for the 2016 Michigan Traffic Safety Summit will open in late 2015.

For more information, please contact Melody Kindraka at kindrakam@michigan.gov or (517) 241-1522.

Using distracted driving enforcement techniques

From past and current demonstration projects, the National Highway Traffic Safety Administration has identified several successful distracted driving enforcement techniques.

There are a number of signs to look for when detecting a distracted driving violation. Often times, traffic officers spot a distracted driver from afar. A common giveaway is improper lane travel. It is a tell-tale sign that a driver is not concentrating on the most important task at hand—watching the road ahead.

Inconsistent speed is another indication that a driver is not completely focused. Similarly, drivers who don’t pay full attention at controlled intersections often exhibit delayed reaction time. For example, a driver who is stopped and focused on typing and sending a text message is far less likely to see a traffic light change to green.

Many drivers try to disguise the fact that they are using an electronic device. This often occurs when drivers are aware that there is a law precluding device usage



and when they know that enforcement officers in the area are serious about citing violators.

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The significance of a Drug Recognition Expert prosecutor in the courtroom

By Kenneth Stecker

In 2009, an effort began in Michigan to address the serious issue of driving "under the influence" of a controlled substance and/or intoxicating substance and/or intoxicating liquor on Michigan roadways.

Through the dedicated efforts of many highway safety professionals, Michigan was approved for the Drug Evaluation Classification (DEC) Program and joined the ranks of Drug Recognition Expert (DRE) states in 2010.

Unlike some other DRE states, Michigan DRE officials invited prosecutors to attend, participate, and complete the nine-day DRE classroom training and field certification training. The experience and knowledge that the prosecutors received during the extensive training was extremely beneficial.

One of the most important benefits was that the DRE instructors taught and helped give the DRE prosecutors a more realistic and accurate perspective on police procedures. More specifically, the instructors taught the prosecutors on a number of topics, including Standardized Field Sobriety Testing, drug recognition expert evidence, and the effects of alcohol and drugs.

On the other hand, the prosecutors who attended the class gave their thoughts and suggestions to law enforcement about traffic safety laws, legal standards, case preparation, and testimony.

The joint effort has yielded impressive results. In the past year, a DRE prosecutor successfully convicted a defendant of killing two young men while driving under the influence of prescription pills. The defendant was sentenced up to 50 years in prison. Witnesses had testified to seven prior incidents where the defendant had police contact due to alleged drugged driving.

In another case a DRE prosecutor and officer successfully convicted a defen-

dant of operating while intoxicated-third offense (felony), driving while license suspended-second offense, and failing to stop at a crash. The trial is the first felony case in Michigan to include testimony of, and be based on the investigation of, a DRE.

To make sure a defendant is successfully convicted for an offense committed on the highway, the Michigan Office of Highway Safety Planning implemented the DRE Mock Court Class to help DRE prosecutors and officers prepare for court.

Within six months of graduation from the DRE School, the officers are brought back for expert witness training. The agenda for the class included classroom instruction on expert courtroom testimony and a mock trial scenario. The Michigan judicial outreach liaison served as the judge. Prosecutors that attended the previous DRE School played the roles of prosecutor and defense attorney.

The prosecutors and defense had prepared a list of DRE questions to use, however, they were encouraged to utilize their own skills and experience when the opportunity presented itself. Each DRE officer was on the stand approximately 10 minutes. Afterward the DRE instructors, prosecutors, and the judge gave a critique of the testimony.

Although mock trials often put stress on the officers, the majority of the students indicated on the evaluations that they enjoyed the experience.

Next, the Michigan traffic safety resource prosecutor (TSRP) who graduated from the first Michigan DRE class had the opportunity earlier this year to go to the Maricopa County Jail in Phoenix, Arizona, to gain a better understanding and first-hand knowledge of drug impairment.

The jail is one of the premier sites nationally and internationally for conducting DRE field certification training. Law enforcement personnel come from

other states and several countries to learn the steps to identify drug impairment and conduct DRE evaluations.

By participating at the jail, the Michigan TRSP understood the significance of learning about observations by DRE officers who are encountering these people. The knowledge acquired enabled the TRSP to pull critical information and observations out of non-DRE trained officers when those officers may have not seen the relevance of the information. As a result, the TRSP developed further insight on how to more effectively prosecute impaired driving cases, especially those involving substances other than alcohol.

The knowledge the TRSP gained at the DRE field certification training has been put to use on nearly a daily basis by prosecutors and law enforcement in Michigan through trainings and other resources such as the Green Light News, a traffic safety newsletter published by the Prosecuting Attorneys Association of Michigan.

Numerous improvements and major advancements of the DEC Program are directly attributed to the many professionals involved, including the National Highway Traffic Safety Administration, the International Association of Chiefs of Police (IACP), and individual state highway safety offices. Because of this dedication and support, the DEC Program has quickly become a valuable resource for public safety and the communities they serve.

Since the program's inception with the Los Angeles Police Department, police officers and prosecutors trained as DREs

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Wayne State study shows effectiveness of rumble strips

A recent study shows that rumble strips are an effective and low-cost way to reduce crashes on Michigan's state highways.

The Michigan Department of Transportation (MDOT) started a major rumble strip program for two-lane high-speed rural highways in 2008. Centerline and rumble strips were installed on all MDOT rural, non-freeway highways with posted speed limits of 55 mph and appropriate paved lane and shoulder widths. MDOT has placed 5,700 miles of centerline rumble strips and 1,700 miles of shoulder rumble strips.

The study, conducted by the Wayne State University Transportation Research Group, found significant reductions in several targeted categories of crashes, including head-on, sideswipe, and run-off-the-road crashes. In the categories examined, the study showed a 47 percent reduction in total crashes and a 51 percent decrease in fatal crashes.

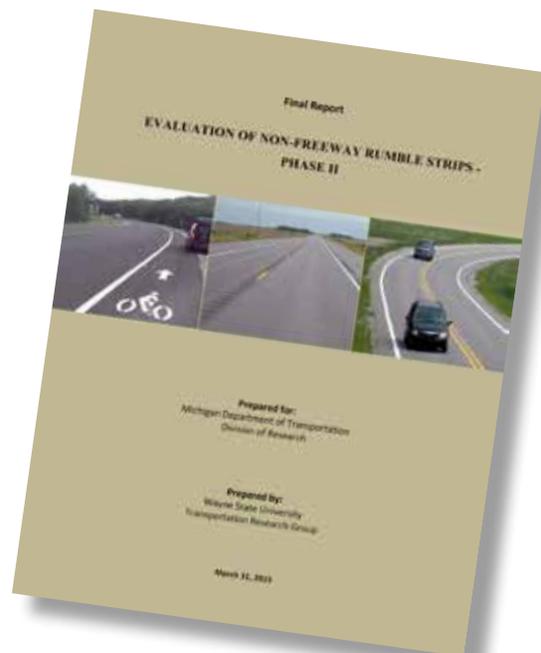
According to the report, rumble strips are a proven and cost-effective countermeasure to lane departure crashes brought

on by driver drowsiness, distraction, and/or inattention. Researchers say rumble strips are expected to eliminate 337 crashes each year, saving 16 lives and preventing 62 serious injuries.

There are other advantages. An economic analysis of the rumble strip program showed a high benefit-to-cost ratio. Researchers estimated a total safety benefit of more than \$79 million over three years.

The study also surveyed road users to learn more about the public's perception of rumble strips. The survey indicated strong public support for the use of centerline rumble strips.

A rumble strip study completed in 2012 found that centerline rumble strips increase safety by improving driver performance in most conditions. Drivers position themselves more centrally in lanes, leading to fewer encroachments over centerlines and shoulders.



Child Passenger Safety Week is September 13-19, 2015

Every 34 seconds a child under age 13 is involved in a traffic crash. Many times deaths and injuries can be prevented by proper use of car seats, boosters, and seat belts.

Unfortunately, a National Highway Transportation Safety Administration survey found that three out of four safety seats are used incorrectly.

These ongoing concerns will be highlighted during Child Passenger Safety Week, September 13-19, 2015. National Seat Check Saturday is September 19.

It's important to raise awareness about the proper ways to safeguard children of all ages. Motor vehicle crashes are the

number one cause of death for children ages 1-19.

A 2013 statewide direct observation study of child restraint device use and mis-



use in Michigan is a reminder that more needs to be done. While restraint use was 93.6 percent among children up to age 3, the use rate dropped to just 42.4 percent among those 4-7 years old. During state-

wide inspections, only 25.1 percent of children under age 8 were in child restraint devices being used correctly.

The Michigan Office of Highway Safety Planning (OHSP) remains determined to help turn those numbers around. This September, we will unveil a new video on child passenger safety. OHSP already offers a variety of free child passenger safety materials.

Check out what's available by going to the OHSP website and clicking on Michigan Traffic Safety Materials Catalog. To place an order, contact Cindy Stoneham at stoneham@michigan.gov or (517) 636-4256.

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STUDENTS RECEIVE HIGH-VISIBILITY VESTS

Instructor Mike Gilmore presented a specially designed high-visibility vest to Lavina Ayers and other students who recently completed a three-day public-sponsored basic rider training class in Garden City. The vests are part of a pilot project to dramatically increase the number of motorcyclists wearing high-visibility clothing or gear.

The Michigan Office of Highway Safety Planning is working with the Michigan Department of State, which organizes and manages the state/public-sponsored course, to provide nearly 9,000 vests through federal traffic safety funds.



Wahl named EMS and Trauma Division director

Kathy Wahl began her duties on July 6 as the EMS and Trauma Division director at the Michigan Department of Health and Human Services (MDHHS). Wahl has extensive experience in health care at many different levels ranging from staff registered nurse to interim vice president of patient care services in a community hospital. She has been the chief medical examiner investigator for Shiawassee County and an active member of the Michigan Mortuary Response Team.

Until a replacement is hired, Wahl will continue to serve as the MDHHS emergency management coordinator representing the department director for

health care and public health matters in the State Emergency Operations Center during disasters or emergencies. In that role, she oversees the MDHHS Emergency Operations Plan and is a member of the Homeland Security Protection Committee. She works closely with both the Hospital Preparedness Program and the Public Health Emergency Preparedness Program staff in the Division of Emergency Preparedness and Response. Most recently, Wahl has been assisting the Bureau of EMS, Trauma and Preparedness with managing the EMS protocol approval process and EMS for children activities.

Preparations underway for end-of-summer crackdown

Stepped up drunk driving and seat belt enforcement will start on August 21 and continue through the Labor Day holiday weekend.

During last year's end-of-summer mobilization, law enforcement officers stopped 14,876 vehicles, arrested 169 drunk driv-

ers, and issued 4,507 seat belt and child restraint citations.

Throughout the *Drive Sober or Get Pulled Over* crackdown, dedicated officers from police agencies around the state will help motorists get home safely by taking a zero tolerance approach to drunk driving.

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have shown that they can effectively work together to successfully detect, arrest, and prosecute drivers impaired by drugs and alcohol on our nation's roadways.

For more information on this article and PAAM training programs, contact Kanga Gorzelewski or Kenneth Stecker, Traffic Safety Resource Prosecutors, at (517) 334-6060 or

email at gorzelewskik@michigan.gov or steckerk@michigan.gov. Please consult your prosecutor before adopting practices suggested by reports in this article. Discuss your practices that relate to this article with your commanding officers, police legal advisors, and the prosecuting attorney before changing your practice.

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Top 10 from the Traffic Crash Reporting Unit

We at the Traffic Crash Reporting Unit answer UD-10 questions from around the state on a daily basis. A question we hear often from police departments is: "What are the most common mistakes made on the UD-10?" This prompted us to develop a "Top 10" list for mistakes we encounter on the UD-10.

1. The location of the crash is crucial. **Every** traffic crash is located on a mapping system by Michigan State Police personnel. The Michigan Department of Transportation and county road commissions cannot address a roadway problem if the crash is located improperly. As you know, the electronic UD-10 programs have very few edit checks in the location fields. The five errors we experience when locating a crash are:

- Primary street not found, (not using the formal road name)
- Intersecting street not found, (not using the formal road name)
- Streets do not intersect, (roads listed run parallel)
- Location matches multiple sites, (wrong prefix or suffix used)
- Direction to/from intersecting street not valid. (entering the wrong compass direction)

2. Recording the proper crash type. In a multiple-impact crash, record the initial

crash type. Many times a head-on left turn is recorded as an angle crash, which can affect the direction of travel when running the edit checks. Backing is considered an "other" crash type.

3. Be mindful when you copy, cut, and paste information from the Law Enforcement Information Network. License plates, vehicle identification numbers, drivers, and passengers are periodically misplaced on the form.

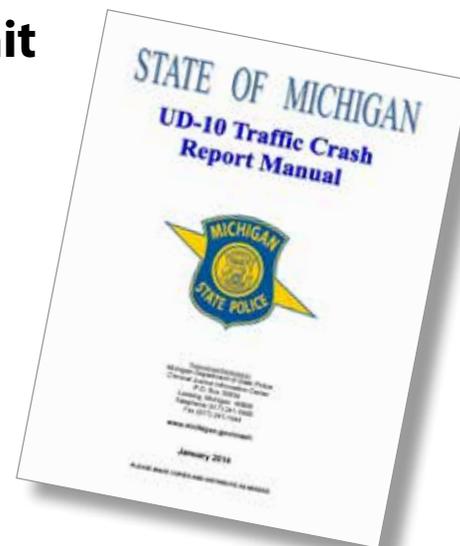
4. For restraint use, it should be a rare occasion to use "restraint use unknown" or "helmet use unknown."

5. Hazardous action is any event that causes the at-fault driver to lose control of their vehicle and/or crash. Hazardous action shall be selected whether or not a citation was issued or an arrest was made. It may only involve one or two more questions asked of the driver.

6. As with hazardous action, driver condition may be obtained with just a couple more questions. Remember this is the condition of the driver **at the time of the crash**. Driver distracted and driver using cell phone are underreported as contributing to the crash.

7. For the area, know the distinction between the intersection choices: 07-within intersection, 08-intersection driveway related, and 09-intersection related other.

8. For the truck bus section, the carrier and matching United States Department of



Transportation number is important when that crash is posted on the company's record. Remember a carrier is the person, agency, or corporation that controls the movement of the cargo and is therefore responsible for it.

9. Type and axles per unit can be complicated, but refer to the UD-10 Guide (cheat sheet) and the UD-10 Instruction Manual for further explanations.

10. Never enter any personal information into the diagram and remarks section. This information is not redacted or omitted when the UD-10 is purchased.

Further information can be found in the UD-10 Instruction Manual (revised January 2014) at www.michigan.gov/crash. UD-10 questions and training opportunities can be directed to Tpr. Scott Carlson at Carlsons1@michigan.gov or call (517) 241-1312.

What's Ahead

AUGUST

- 5 Traffic Incident Management Team,** Horatio S. Earle Learning Center, 7575 Crowner Drive, Dimondale, 9:30 a.m.
- 6 Drivers Age 24 and Younger Action Team,** Michigan State Police Headquarters, 333 S. Grand Ave., Lansing, 1:30 p.m.

SEPTEMBER

- 8 Pedestrian and Bicycle Safety Action Team meeting,** Michigan State Police Headquarters, 333 S. Grand Ave., Lansing, 9:00 a.m.
- 9 Governor's Traffic Safety Advisory Commission,** Horatio S. Earle Learning Center, 7575 Crowner Drive, Dimondale, 9:00 a.m.
- 10 Senior Mobility and Safety Action Team,** Horatio S. Earle Learning Center, Lake Erie Room, 7575 Crowner Drive, Dimondale, 1:30 p.m.
- 16 Commercial Motor Vehicle Safety Action Team meeting,** Michigan Center for Truck Safety, 1131 Centennial Way, Lansing, 9:00 a.m.
- 17 Motorcycle Safety Action Team,** Horatio S. Earle Learning Center, Lake Huron Room, 7575 Crowner Drive, Dimondale, 9:00 a.m.

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