

SAFETY Network

September 2015

Michigan.gov/ohsp

New video shares the basics on car seat use

Even though car seats are essential to child safety, surveys show that almost three out of four are used incorrectly in Michigan. To address this persistent problem, the Michigan Office of Highway Safety Planning (OHSP) has a new web video that helps parents and caregivers learn important basics about these life-saving tools.



Fred Doelker, safety and training director for Dean Transportation in Lansing, narrates the video. Doelker has been a Child Passenger Safety (CPS) technician and instructor for more than 10 years.

The CPS video is on the OHSP Facebook page and YouTube site (youtube.com/ohsp).

“Preliminary statewide surveys during 2015 found that only 25.7 percent of car seats for children under age 8 are used correctly,” said Michael L. Prince, director of OHSP. “This video answers questions about the law and when children should make the transition from one type of car seat to another. It gives parents and caregivers the tools to ensure children are in the proper seat.”

The video was unveiled during National CPS Week, September 13-19, an initiative to raise awareness for car seat use and encourage caregivers to have their children’s car seats installed and inspected by a certified CPS technician. Governor Rick Snyder also proclaimed it CPS Week in Michigan.

According to the Centers for Disease Control and Prevention, car seat use reduces the risk for death to infants by 71 percent and toddlers by 54 percent.

To provide all caregivers a quick CPS guide, OHSP also has a Car Seat Basics flyer with information including the four steps for riding safely, common car seat mistakes, and tips for purchasing car seats. The flyer and other car seat safety materials are available on Michigan.gov/ohsp.

Michigan law requires all drivers and passengers 15 and younger in any seating position to be buckled up. Children must be in a car seat or booster seat until they are 8 years old or 4 feet 9 inches tall. Children younger than age 4 must ride in a car seat in the back seat if a vehicle has a back seat. Babies and toddlers should ride rear-facing until at least age 2 or the upper weight or height limit of the seat.

Increased enforcement at end of summer

Stepped up drunk driving patrols from August 21 through September 7 across the state were part of the annual *Drive Sober or Get Pulled Over* campaign. This period included student move-in at many Michigan colleges and universities, as well as the Labor Day holiday weekend.

To highlight the dangers of drinking and driving, law enforcement officers from police departments, sheriff’s offices and the Michigan State Police (MSP) shared safety messages during news events at Grand Valley State University, Michigan State University, and Oakland University.



MSP F/Lt. Mike Shaw spoke at the Oakland University event.

SAFETY Network



Officials release 2014 Drunk Driving Audit

The MSP has released the 2014 Drunk Driving Audit. It includes statistics about alcohol- and/or drug-involved traffic fatalities, injuries, and arrests in 2014.

The annual report showed a decline in alcohol- and drug-related crashes and fatalities. Alcohol involvement in traffic fatalities decreased 17 percent, from 284 deaths in 2013 to 236 in 2014, while drug involvement dropped 9 percent from 165 in 2013 to 150 in 2014.

The audit, issued by the MSP Criminal Justice Information Center, is a collaborative effort between MSP and the Michigan Department of State. The 2014 audit includes county-specific information and is available at Michigan.gov/drunkdirivingaudit.

2014
Michigan Annual
Drunk Driving Audit



Assembled and Distributed by
Michigan Department of State Police
Criminal Justice Information Center
July 1, 2015

S4SD seeks high school applications

If students want to showcase their creativity while impacting the lives of others, Strive for a Safer Drive (S4SD) is a great way to make a difference.

S4SD is a high school safe-driving initiative led by teens for teens. Participation is free.

New this year, all Michigan high schools are eligible to apply for the S4SD program, sponsored by the Ford Driving Skills for Life and OHSP.

Up to 50 schools will be selected to receive \$1,000 to develop and implement a student-led, peer-to-peer traffic safety awareness campaign. Topics may include distracted driving, seat belts, impaired driving, speeding, and winter driving.

High school teams will submit a final project. Cash prizes will be awarded to the top five schools in Michigan.

It's a great way for students to gain valuable experience in leadership and project management. They will also have an opportunity to participate in a unique, hands-on driving event.

The deadline is November 20, 2015. For more information, visit Michigan.gov/S4SD.



Fourth of July enforcement results in 239 drunk driving arrests

Stepped up drunk driving patrols during the Fourth of July holiday period resulted in 239 drunk driving arrests and 2,884 seat belt and child restraint citations. Preliminary reports indicate law enforcement officers from nearly 160 police departments, sheriff's offices, and MSP posts stopped 12,400 vehicles during the two-week effort, July 1-12.

"The combination of education and increased enforcement remains an effective way to reduce traffic deaths and injuries," said Michael L. Prince, director of OHSP. "The dedicated officers who participated in the stepped up enforcement for

the Fourth of July holiday continue to prevent tragedies. Their efforts make our state a safer place."

During the Fourth of July enforcement effort, officers also made 125 drug arrests and 20 felony arrests. Of those arrested for drunk driving, 39 had a blood-alcohol content (BAC) of .17 or higher.

According to preliminary reports, there were 13 traffic fatalities during the 2015 Fourth of July holiday period; six were motorcyclists. Four of the fatal crashes involved alcohol. There were nine traffic fatalities during the 2014 Fourth of July holiday period.



SAFETY Network

State Police motor carrier officers adopt aggressive traffic safety goal

Column by: Col. Kriste Kibbey Etue

The MSP Commercial Vehicle Enforcement Division is pleased to be part of the nationwide *Toward Zero Deaths* traffic safety initiative aimed at significantly reducing traffic fatalities—toward the ultimate goal of zero traffic deaths.

In 2014 alone, 106 people were killed in commercial motor vehicle-involved crashes in Michigan. These statistics include a 14-year-old boy from Detroit, a husband and wife from Atlanta (Mich.), a 55-year-old man from Muskegon, and an 11-year-old girl from Daggett.

To improve traffic safety related to commercial motor vehicles, the MSP is

increasing not only its enforcement efforts but also its education efforts.

MSP motor carrier officers will increase enforcement in areas and during times with the highest rate of crashes, as identified by crash data. Officers will focus on moving violations by commercial motor vehicles, including speeding, driving while fatigued, and careless driving that result from driver distraction.

Banners with the *Toward Zero Deaths* logo will also be displayed at weigh stations and enforcement locations across Michigan to raise awareness.

The *Toward Zero Deaths* initiative is the United States' highway safety vision that



unites stakeholders from engineering, enforcement, education, and emergency medical services with the common goal of reducing traffic fatalities to zero.

The MSP is proud to be part of this traffic safety effort to reduce, and ultimately eliminate, deaths on our roadways because the hardship and suffering of even one family due to a preventable traffic crash is too many.

New look for the paper UD-10 Traffic Crash Report

Beginning January 1, 2016, Michigan will be implementing a revised UD-10 Traffic Crash Report. After that date, the current paper UD-10 will no longer be accepted and all crashes must be submitted on the new form. While nearly 97 percent of all traffic crash data is submitted electronically, paper UD-10s will be made available for those agencies that still submit paper forms.

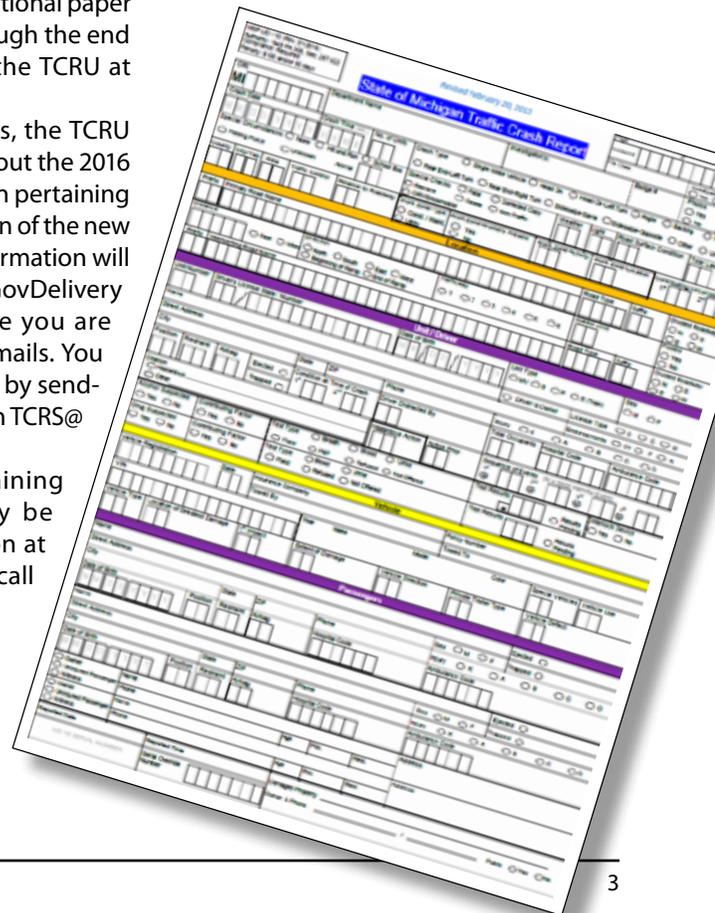
For those agencies that submit UD-10s electronically, each vendor will be revising their respective electronic crash applications to coincide with the rollout on January 1.

Currently, the paper UD-10s are printed, ordered, and distributed by Scantron. For the 2016 paper UD-10, the state of Michigan will be printing and distributing them. The Traffic Crash Reporting Unit (TCRU) will determine the average number of crashes submitted on paper for each police department and will distribute the appropriate number of 2016 forms to those departments at no charge. With that being said, do not order any more UD-10

pads through Scantron. If additional paper forms are needed to get through the end of the year, please contact the TCRU at (517) 241-1699.

Over the next few months, the TCRU will be sending out details about the 2016 revision, as well as information pertaining to the ordering and distribution of the new paper forms. Most of that information will be communicated through GovDelivery emails, so please make sure you are signed up to receive these emails. You can be added to GovDelivery by sending your email address to CrashTCRS@michigan.gov.

UD-10 questions and training opportunity inquiries may be directed to Sgt. Scott Carlson at Carlsons1@michigan.gov or call (517) 241-1312.





SAFETY Network



GTSAC seeks nominations for outstanding traffic safety achievements

Each year the Governor’s Traffic Safety Advisory Commission (GTSAC) honors individuals, organizations, and programs by presenting awards for outstanding contributions to traffic safety in Michigan. This is a chance to honor the best of the state’s traffic safety community: people who are motivated to seek changes and improvements and who work effectively as an individual or as part of a team.

OUTSTANDING TRAFFIC SAFETY ACHIEVEMENT AWARD

Award winners will be individuals or organizations whose contributions during 2015 are judged to stand above others in the state. Nominated programs should include

a well-defined problem and present clear and measurable results.

RICHARD H. AUSTIN LONG-TERM TRAFFIC SAFETY ACHIEVEMENT AWARD

Award winners will be individuals or organizations judged to best represent “the spirit of traffic safety” through a sustained, long-term contribution (10 years or longer) and commitment to traffic safety in Michigan.

INDIVIDUAL

A person who has made long-term contributions to traffic safety is eligible.

COALITIONS, ASSOCIATIONS, ORGANIZATIONS, AGENCIES

Multiple programs or a single, long-term traffic safety effort are eligible. GTSAC member agencies are not eligible.

The GTSAC will present the awards at a luncheon March 23, 2016, during the Michigan Traffic Safety Summit at the Kellogg Center in East Lansing.

Award nominations must be received by October 23. An electronic version of the nomination form is available at Michigan.gov/gtsac.



October and November are dangerous months for deer/vehicle crashes

In 2014, there were 45,690 deer crashes in our state, according to the Criminal Justice Information Center. October and November are the two most dangerous months for deer crashes.

To help avoid dangerous encounters with deer, it is important to remember the following safety tips:

- Stay awake, alert, and sober.
- Always wear a seat belt.

- Be especially alert at dawn and dusk.
- Reduce your speed when traveling through deer-population areas.
- If you see one deer, slow down as others are likely nearby.

If a crash with a deer is unavoidable, don’t swerve. Remember to brake firmly, hold onto the steering wheel, stay in your lane, bring your car to a controlled stop, and steer the vehicle well off the roadway.

Chad Teachout (left), OHSP’s motorcycle program coordinator, presents a high-visibility vest to Nate Hudson in front of the Michigan Capitol on August 14. Hudson, a motorcyclist from California, visited all 50 state capitols in 2015 during a 21,000-mile ride across the country to raise awareness about motorcycle safety.



SAFETY Network



The importance of Standardized Field Sobriety Tests in marijuana driving cases

By Kenneth Stecker

By now, everyone is aware of the Michigan Supreme Court ruling of *People v. Koon*, No. 145259, decided May 21, 2013.

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

In essence, in order to be charged with a crime, the driver who is a qualifying patient under the MMMA, has to be operating “under the influence” with tetrahydrocannabinol, also known as THC, in his or her system. As to a driver who is not a qualifying patient under the MMMA, the law prohibits a person from driving with any amount of marijuana in her or his system.

In light of the Koon decision, it is important that police officers and prosecutors refresh themselves on what a police officer usually will see in some combination with someone under the influence of only marijuana:

Horizontal Gaze Nystagmus (HGN): None

Vertical Gaze Nystagmus (VGN): None

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

Pupils: Almost always dilated (possibly normal)

GENERAL INDICATORS

- Bloodshot, watery eyes
- Relaxed inhibitions
- Body tremors

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

Standardized Field Sobriety Tests (SFST): Indicators of impairment will usually be evident on the Walk and Turn (WAT) and/or One Leg Stand (OLS).

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

Walk and Turn: There are eight clues on this test that were studied and validated for .08 bodily alcohol level. However, they are extremely useful for disclosing drug impairment as well. The eight clues are easy to remember in this way:

“BS SO WHAT.” In order, subjects sometimes lose their **B**alance during instructions. Sometimes they **S**tart walking too soon. Sometimes they **S**top while walking. Sometimes they step **O**ffline. Sometimes they take the **W**rong number of steps. Sometimes they miss touching **H**eel-toe by more than a half-inch. Sometimes they raise their **A**rms more than six inches from their sides for balance. And sometimes they **T**urn improperly. Additionally, general, non-studied indicators of impairment frequently manifest themselves as well, including, but not limited to: failing to count each step out loud, failing to watch feet while walking, body tremors.

One Leg Stand: There are four studied, validated clues for alcohol for this test. An easy way to remember them is “**DASH.**” Subjects sometimes put their foot **D**own while balancing. Some raise their **A**rms

over six inches from their body for balance. Some **S**way while balancing. Sometimes, they **H**op. General indicators of impairment frequently occur as well with the OLS, including, but not limited to: not looking at the raised foot while balancing, jumbled count/no count, and body tremors, unusually fast or slow count.

As with the WAT, make sure to remind your officers to legalistically enforce the instructions. This is how the National Highway Traffic Safety Administration (NHTSA) studied and validated them. Departure from these rules causes a loss of standardization and the tests may lose most, if not all their weight in court.

Departure from the rules usually makes these tests too easy for the subject and they will not show the impairment that was there all along. We already know this from testing habitual drunks and other types of tolerant substance users. Marijuana is no exception.

Please take the time to review your SFST’s and be as sharp as you can on them. By committing these tests to memory, they will be there when needed.

As officers may want to use the Modified Romberg and the Lack of Convergence tests as well, incorporate them in with the SFSTs on all Operating While Intoxicated investigations. They show impairment the other tests don’t and are super for showing marijuana impairment.

For more information on this article and PAAM training programs, contact Kenneth Stecker or Kinga Gorzelewski, Traffic Safety Resource Prosecutors, at (517) 334-6060 or e-mail at steckerk@michigan.gov or gorzelewskik@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.



Reducing crashes caused by pedal error



Drivers use the brake almost a million times per year, usually with no problem. But each year, approximately 16,000 preventable crashes occur due to pedal error when drivers mistake the accelerator for the brake, according to NHTSA.

That’s almost 44 incidents per day. While these crashes can affect all drivers, research shows that drivers under the age of 20 or over the age of 65 experience pedal error crashes about four times more frequently than other age groups.

Pedal error crashes can present serious safety risks to the vehicle occupants, surrounding motorists, pedestrians, and property.

There are several ways to help prevent pedal error crashes:

- **Get familiar**—Adjust your seat, mirrors, steering wheel, and pedals (if they are adjustable) properly before

starting the vehicle. If you are driving a vehicle you don’t normally drive, make sure to familiarize yourself with the location and feel of the accelerator and brake pedals.

- **Aim for the middle**—Make it a habit to aim for the center of the brake pedal every time the brake is used. This reinforces muscle memory and reduces the chances of pedal error.
- **Avoid distractions**—Stay focused on the driving task until the vehicle is safely stopped, shifted into park, and the engine is turned off.
- **Be cautious**—Proceed slowly and carefully when pulling in and backing out of parking spaces.
- **Wear the right shoes**—Your footwear affects your ability to operate a vehicle. Footwear such as flip-flops, heavy boots, or high heels can contribute to pedal error crashes. Wear flat-soled and light-weight shoes whenever you’re in the driver’s seat.

Many drivers recognize that a pedal error occurred after the incident, but are

unable to correct the error in time to prevent a crash. This happens because once the initial pedal error occurs, the situation develops rapidly, often in the confined space of a parking lot, with drivers only having a few seconds to correct the issue while they are often startled and stressed by the unexpected acceleration of the vehicle.

Field investigations over the past five years by NHTSA and others using pre-crash pedal application data from vehicle event data recorders have determined that drivers who believed they were applying the brake in such incidents were often mistakenly applying the accelerator instead.



What’s Ahead

OCTOBER

- 7 **Traffic Incident Management Action Team meeting.** Horatio S. Earle Learning Center, 7575 Crowner Drive, Dimondale, 9:30 a.m.
- 13 **Occupant Protection Action Team meeting.** Michigan State Police Headquarters, 333 S. Grand Ave., Lansing, 1920s Room, 10 a.m.
- 15 **Traffic Records and Information Systems Action Team meeting.** Michigan State Police Headquarters, 333 S. Grand Ave., Lansing, 1920s Room, 10 a.m.

20 Traffic Safety Engineering Action

Team meeting. Horatio S. Earle Learning Center, 7575 Crowner Drive, Dimondale, 9 a.m.

21 Impaired Driving Action Team

meeting. Michigan State Police Headquarters, 333 S. Grand Ave., Lansing, 10 a.m.

27 Distracted Driving Action Team

meeting. Michigan State Police Headquarters, 333 S. Grand Ave., Lansing, 1920s Room, 1 p.m.

NOVEMBER

- 4 **Commercial Motor Vehicle Safety Action Team meeting.** Michigan Center for Truck Safety, 1131 Centennial Way, Lansing, 9 a.m.
- 12 **Senior Mobility and Safety Action Team meeting.** Horatio S. Earle Learning Center, 7575 Crowner Drive, Dimondale, 1:30 p.m.
- 17 **Pedestrian and Bicycle Safety Action Team meeting.** Horatio S. Earle Learning Center, 7575 Crowner Drive, Dimondale, 9 a.m.

SAFETY Network

OHSP Staff:

Contact	Program Area	Phone	E-mail
Michael L. Prince	Director	(517) 241-1512	princem@michigan.gov
Janet Hengesbach	Executive Secretary	(517) 241-1512	hengsbachj2@michigan.gov
SAFETY PLANNING AND ADMINISTRATION			
Kathy Farnum	Senior Section Chief	(517) 241-2528	farnumk@michigan.gov
Susan Bishop	Grants Technician	(517) 241-2575	bishops2@michigan.gov
Linda Fech	Seniors/Teens	(517) 241-2533	fechl@michigan.gov
Charlotte Kilvington	Analysis & Evaluation	(517) 241-2582	kilvingtonc@michigan.gov
Alicia Sledge	Traffic Records	(517) 241-1505	sledgea@michigan.gov
COMMUNICATIONS			
Anne Readett	Section Chief	(517) 241-2569	readetta@michigan.gov
Kristin Allen	Digital Media	(517) 241-2486	allenk14@michigan.gov
Jonathan Benallack	Graphic Designer	(517) 241-2571	benallackj1@michigan.gov
Melody Kindraka	Public Information	(517) 241-1522	kindrakam@michigan.gov
Kendall Wingrove	Senior Editor	(517) 241-2501	wingrovek@michigan.gov
FINANCIAL MANAGEMENT			
Spencer Simmons	Section Chief	(517) 241-2556	simmonss6@michigan.gov
Julie Roth	Secondary Road Patrol	(517) 241-2572	rothj3@michigan.gov
Kara Rueckert	Administrative Assistant	(517) 241-2520	rueckertk1@michigan.gov
Heidi Ruis	Federal Programs	(517) 241-2584	ruish@michigan.gov
Jean Shattuck	Accounting Technician	(517) 241-2544	shattuckj@michigan.gov
PROGRAM MANAGEMENT			
Jason Hamblen	Section Chief	(517) 241-2578	hamblenj@michigan.gov
Jamie Dolan	Northern Michigan	(906) 225-7036	dolanj@michigan.gov
Pat Eliason	Police Traffic Services	(517) 241-2498	eliasonp@michigan.gov
Michael Harris	State DRE Coordinator/Law Enforcement Liaison	(517) 241-2536	harrism13@michigan.gov
Alyson Kechkaylo	Occupant Protection	(517) 241-2546	kechkayloa@michigan.gov
Dianne Perukel	Underage Drinking	(517) 241-2565	perukeld@michigan.gov
Christy Sanborn	Impaired Driving Coordinator	(517) 241-2483	sanborncc@michigan.gov
Chad Teachout	Motorcycles/Bicycles/Pedestrians	(517) 241-2579	teachoutc@michigan.gov

Safety Network is published by the
Michigan Office of Highway Safety Planning
Editor: Kendall Wingrove
Designer: Jon Benallack
Office of Highway Safety Planning
P.O. Box 30634
Lansing, MI 48909
(517) 241-2500