



SAFETY Network

September 2018

Michigan.gov/ohsp

Child Passenger Safety Awareness Week is September 23-29

The Michigan Office of Highway Safety Planning (OHSP) and the Michigan Department of Health and Human Services want to remind parents and caregivers about the importance of keeping children as safe as possible when traveling as part of National Child Passenger Safety (CPS) Week, September 23-29.

Governor Rick Snyder has also proclaimed September 23-29 as CPS Awareness Week in Michigan.

A statewide study found that 74 percent of child restraint devices were misused in a way that would increase the risk of injury to a child during a crash. This summer, the OHSP launched a \$400,000 public safety campaign to remind parents and caregivers about the importance of properly using car seats and boosters to reduce the number of fatalities and injuries that occur among children. The campaign included video and social media outreach.

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



said Michael L. Prince, director of OHSP. "It is important parents and caregivers know the best option when children should make the transition from one type of car seat to another. The public safety campaign underway now gives parents and caregivers the tools to ensure children are in the proper seat."

CPS Week is a national initiative to raise awareness for car seat use and encourages caregivers to have their children's car

seats inspected by a certified CPS technician. The week culminates on National Seat Check Saturday, September 29.

In Michigan, there are more than 1,200 certified CPS technicians who are trained with the latest technology and information, which they share with community members at events such as car seat checks. At these community events, parents and caregivers receive education and hands-on assistance to ensure children are properly buckled up.

It is recommended that a child ride in a rear-facing seat from birth to age 2, or when they reach the upper weight or height limit for the seat. When a child outgrows their rear-facing seat the child should be buckled in a forward-facing car seat until at least age 5. A booster seat should then be used until a child is at least 4'9" tall.

For a list of planned car seat checks, and additional safety tips, visit www.michigan.gov/carseats.

National Teen Driver Safety Week is October 21-27

It's always the right time for parents to talk to their teenaged children about safe driving habits. Motor vehicle crashes are the leading cause of deaths for teens (15 to 18 years old) in the United States. It's even more appropriate to talk to them during National Teen Driver Safety Week, October 21-27.

For teens, driving means freedom. But freedom and safety don't always go hand

in hand. Many times, teens find themselves in danger on the road simply because they lack experience behind the wheel.

A recent study led by the National Institutes of Health (NIH) found that teen drivers are eight times more likely to be involved in a collision or near miss during the first three months after getting a driver's license, compared to the previous

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An important reminder: Don't Veer for Deer

Vehicle-deer crashes in Michigan are a year-round problem, but especially so in the fall and winter. Over the last five years, there have been about 48,000 reported vehicle-deer crashes per year, with more than 40 percent of those crashes occurring in October, November, and December.

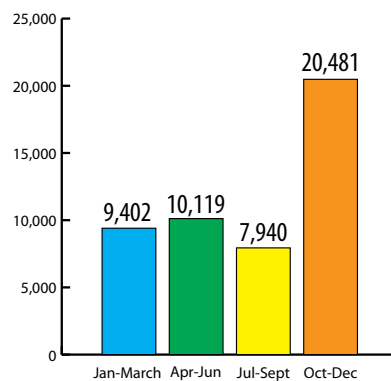
In 2017, there were 16 fatal deer-vehicle crashes that resulted in 17 fatalities. An additional 93 people suffered serious injury. And according to State Farm Insurance, the average deer-vehicle crash results in insurance claims of more than \$4,100.

Seat belts are your best defense in any collision. Be aware, awake and sober while driving and be especially alert at dawn and dusk, when deer tend to be more active. If a crash is unavoidable, don't swerve. Brake firmly, hold onto your steering wheel, and stay in your lane. Hitting the deer is often the safest action you can take.

If you are riding a motorcycle, slow down. Decreasing your speed gives you more time to spot an animal and react.

You should also cover your brakes to reduce reaction time and if you are riding

AVERAGE DEER-VEHICLE CRASH PER YEAR OVER 2013-2017



in a group, spread out the riders in a staggered formation. That way, if one rider hits a deer, it will lessen the chance that other riders will be involved.

From 2013–2017, two-thirds of motorists killed in deer-vehicle crashes were motorcyclists.

Don't veer for deer!

GHSA annual meeting held in Atlanta

Darrin Grondel, the director of the Washington Traffic Safety Commission, was elected chair of the Governor's Highway Safety Association (GHSA) at this year's annual meeting. The meeting, *Joining Forces to Get to Zero: Partnerships in Traffic Safety*, was held in Atlanta at the end of August.

More than 600 highway safety professionals attended the four-day event. Speakers included National High Traffic Safety Administration (NHTSA) Deputy Administrator Heidi King, Insurance



The National Association of Women Highway Safety Leaders (NAWHSL) President Kay Brodbeck, NAWHSL Michigan State Representative Alicia Sledge, and OHSP Director Michael Prince at the GHSA meeting.

Institute for High Safety President David Harkey, and Highway Safety North Principal Dr. Jim Hedlund.

Michigan took center stage during one of the meeting workshops as Lt. Jim Flegel and Sgt. Jim Janes presented on the state's roadside drug testing pilot program. The workshop detailed Michigan's findings as well as discussed the role of Drug Recognition Experts (DRE) play in the program and the potential legal implications. The roadside testing pilot program was also discussed at the 2018 Michigan Traffic Safety Summit.

In total, there were 15 workshops at the GHSA meeting, six general sessions, and the presentation of the Highway Safety Awards.

Toward Zero Deaths

September 18, 2018
697
Traffic Deaths in Michigan this Year



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Former WILX reporter Marcus Dash interviews Sgt. Michael McDonald for a story on the Drive Sober or Get Pulled Over campaign at a Lansing media event.

Drive Sober campaign ends, will start again

The final mobilization of Fiscal Year 2018, *Drive Sober or Get Pulled Over*, ran from August 17 to September 3, including the Labor Day holiday. Preliminary data from the Criminal Justice Information Center (CJIC) shows there were 11 fatal crashes resulting in 11 fatalities during the holiday weekend. In 2017, there were 15 fatalities over the same time.

Prior to the start of the mobilization, the OHSP hosted media events in Lansing and Grand Blanc, where reporters got the chance to wear goggles that simulate a variety of impairment levels. The OHSP also produced a video featuring F/Lt. Mike Shaw talking to people about how alcohol affects their body. That video had a reach of more than 585,000 on Facebook.

A total of 359 people died in 320 alcohol-involved traffic crashes in Michigan in 2017 – the highest number of fatalities from alcohol-involved crashes since 2006. During last year’s *Drive Sober or Get Pulled Over* enforcement, officers arrested 310 motorists, of which 62 were charged under the state’s high blood alcohol concentration (BAC) law with a BAC of .17 or higher.

The next *Drive Sober or Get Pulled Over* mobilization will run from October 18-31, and is the first mobilization of Fiscal Year 2019.

Steudle announces retirement from MDOT



Kirk Steudle

Longtime Michigan Department of Transportation (MDOT) Director Kirk Steudle announced his retirement effective October 31, 2018. Steudle has been the department’s director since 2006 and has been with the MDOT for 31 years.

“Kirk has been an outstanding department leader, making MDOT a model for other states to emulate, but also as a leader in advance vehicle technology that has helped make Michigan the mobility capital of the world,” Governor Rick Snyder said in a statement. “Kirk is known around the world as a mobility rockstar – and that’s something he and all of Michigan should be proud of.”

Governor Snyder has not yet decided on an interim or permanent replacement.

MDOT NAMES NEW COO AND CHIEF ENGINEER

The MDOT has named Tony Kratofil chief operations officer (COO) and chief engineer. Kratofil takes over for Mark Van Port

Fleet, who is now MDOT’s senior chief deputy director.

Prior to being named COO, Kratofil was the head of MDOT’s Metro Region, covering Wayne, Oakland, and Macomb counties. He has been with the MDOT for the last 26 years.

Kratofil has been a key figure behind



Tony Kratofil

many innovative efforts to increase diversity and inclusion within MDOT, including the development of MDOT’s Small Business Program, advancement of the proposed On-the-job

Training Voluntary Incentive Program, creation of the I-94 Modernization Project’s Small Business Program initiative, and bringing the United States Department of Transportation Bonding Education Program to Michigan.

Kratofil has a Bachelor of Science from the University of Michigan and a Master of Science in administration from Central Michigan University. He is a licensed professional engineer in the state of Michigan.



OHSP Director Michael L. Prince honors recently retired commissioner Tari Muniz with a plaque commemorating her commitment and dedication to the Governor’s Traffic Safety Advisory Commission.

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Opioids behind the wheel: not what the doctor ordered

By Kinga Canike and Kenneth Stecker

Opioid use, both legal or not, is spilling over onto Michigan roads and creating a public safety threat to motorists. As opioid use has increased in our state, so have the dangers they pose on the road because of their potential to impair one's ability to safely operate a vehicle.

Like many other states, Michigan has seen a surge in opioid use in recent years. In 2017, Michigan doctors wrote out 9.7 million prescriptions for opioid drugs¹. That amounts to 1.2 billion units of opioids—enough to give every Michigan resident about 127 opioid pills.²

State data also shows that opioids are prescribed at a higher rate than any other drug category. Between 2012 and 2017, 7.5 million Michigan residents were prescribed a controlled substance. That is almost three-quarters of the state population. Of those 7.5 million residents with prescriptions, 85 percent were prescribed at least one opioid medication.³

In addition to people having more access to prescription opioids, more of us are getting behind the wheel after using potentially impairing drugs, including prescription opioids. In 2015, the NHTSA issued results of its latest National Roadside Survey (NRS). The survey was conducted in 48 states to test for the prevalence of alcohol and/or drug use (illegal and legal) in drivers.⁴

The 2013-2014 NRS showed a decreasing trend in alcohol use in drivers. Only 1.5 percent of nighttime weekend drivers had breath alcohol concentrations (BrAC) of .08 grams per 210 liters of blood or higher. That is an 80 percent drop from 1973, the first year the NHTSA conducted the study.⁵

However, the NRS revealed a different trend for drug use in drivers. The survey focused on drugs that can impair driving ability, including prescription and over-the-counter medications. Drivers testing positive for medications went up from 3.9 percent in 2007 to 4.9 percent in 2013-2014. Overall drug use in drivers increased from 12.4 percent in 2007 to 15.1 percent in 2013-2014.⁶

In addition to the NRS, the NHTSA also tracks national data on drug use in drivers killed in car crashes. It is called the Fatality Analysis Reporting System (FARS). In 2016, FARS data revealed that 54.3 percent of fatally-injured drivers were tested for drugs. Of those tested, 10.7 percent were known to have been positive for opioids. The most frequent opioids found in these drivers were oxycodone (OxyContin), hydrocodone (Vicodin), morphine, fentanyl, and methadone. Furthermore, opioid-positive fatally injured drivers went up from 679 or 17 percent in 2006 to 1,064 or 19.7 percent in 2016.⁷

Opioids, also commonly referred to as opiates, are natural or synthetic chemicals that interact with opioid receptors on nerve cells, releasing chemicals in the body. This interaction is what makes opioids very effective at pain management, the primary reason doctors prescribe them. Other side effects of opioid use include euphoria, drowsiness, and sedation. Examples of opioids include heroin, morphine, codeine, oxycodone (OxyContin), hydrocodone (Vicodin), fentanyl, methadone, and buprenorphine (Suboxone).

Law enforcement and prosecutors face many challenges when dealing with drugged driving cases, including those dealing with prescription opioids. Some of these challenges are related to how the public perceives the issue of drugged

driving. Some of these perceptions are as follows:

- That drugged driving is not a crime;
- That drugs, especially prescription medication and medical marijuana, make people better drivers;
- That there is no law prohibiting drugged driving; and
- That police cannot detect and arrest them if their driving is impaired due to ingesting a drug or drugs

In Michigan, two programs are training officers and prosecutors to more effectively deal with the issue of drugged driving. These programs, which were developed by the NHTSA, are Advanced Roadside Impaired Driving Enforcement (ARIDE) and the Drug Evaluation and Classification (DEC) Program.

ARIDE teaches officers general knowledge on drug impairment. During this two-day training, officers must show that they are proficient in administering Standardized Field Sobriety Tests (SFSTs). The focus is on recognizing drug impairment so that an officer knows when to call in an expert for an additional investigation.⁸

That expert would be a DRE, an officer with advanced training in drug impairment. These officers must successfully pass the DEC Program, which involves two weeks of classroom studies followed by

Opioids Continued on page 5 >



¹ "See trend of opioid prescriptions in your Michigan county," Julie Mack, published June 4, 2018, MLive.

² *Id.*

³ *Id.*

⁴ Berning, A., Compton, R., and Wochinger, K., Results of the 2013-2014 National Roadside Survey of Alcohol and Drug Use by Drivers (NHTSA February 2015).

⁵ *Id.*

⁶ *Id.*

⁷ Hedlund, J., *Drug-Impaired Driving: Marijuana and Opioids Raise Critical Issues for States* (GHSA May 2018) <https://www.ghsa.org/resources/DUID18>.

⁸ <http://www.decip.org/training/>



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Opioids *Continued from page 4 >*

one week of hands-on training on individuals who have ingested drugs. DRE officers are trained to conduct a 12-step evaluation to determine whether an individual is impaired by drugs and what category of drug or drugs is causing that impairment.⁹ Currently, there are approximately 137 DRE-trained officers in Michigan. Thirty eight prosecutors have also attended the two-week school in order to better present drugged driving cases to a jury.

DRE officers are trained to recognize impairment of drugs that can affect the central nervous system and impair a person’s normal faculties. In the DRE world, these drugs are broken down into seven drug categories. All opioids, including those prescribed by a doctor, fall under the Narcotic Analgesics drug category. Signs that DREs look for in drivers impaired by these drugs include some of the following indicators:

- Depressed reflexes
- Droopy eyelids
- Drowsiness
- Dry mouth
- Facial itching
- Inability to concentrate
- Slow, low, raspy speech
- Slow deliberate movements¹⁰

In Michigan, taking a drug that was prescribed by a doctor is not a defense to an impaired driving charge. Under our law, driving while impaired by a prescription opioid may be charged either under the Operating While Intoxicated [MCL 257.625(1)] or Operating While Visibly Impaired [MCL 257.625(3)] statutes as an intoxicating substance.

There is no “per se” level of impairment for intoxicating substances under our law. Therefore, it is very important that officers

⁹ *Id.*
¹⁰ https://ndaa.org/wp-content/uploads/1033558_DREMonograph_FinalWEB.pdf

do a thorough investigation and establish evidence of impairment in all three detection phases—vehicle in motion, personal contact, and pre-arrest screening. If the case goes to trial, officers must be prepared to explain to a jury why that individual was impaired due to their medication.

One of the best tools to deal with the issue of drugged driving now is to be trained to recognize this impairment so that these drivers can be stopped before they seriously injure or kill others. Drugged driving is a serious issue and unfortunately one that is not going away anytime soon. Law enforcement officers are at the forefront of the battle to keep our roads safe from impaired drivers.

For more information on this article and PAAM training programs, contact Kenneth Stecker or Kinga Gorzelewski Canike, 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.



Facebook live event promotes child passenger safety

Sgt. Kim Vetter (left) and former OHSP Occupant Protection Program Manager Alyson Kechkaylo held a Facebook live event in early August to promote car and booster seat safety. During the event, they gave demonstrations on how to properly use car and booster seats and answered questions from those watching. To date, the video has been watched more than 17,000 times and been shared more than 200 times. To watch a replay of the event, click [here](#).

24TH ANNUAL MICHIGAN TRAFFIC SAFETY

SAVE THE DATE MARCH 19 & 20, 2019

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

Online registration will open in late 2018.

KELLOGG HOTEL & CONFERENCE CENTER, EAST LANSING, MICHIGAN

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2017 MADD Michigan Lifesavers Award Recipients

The 2017 Mothers Against Drunk Driving (MADD) Lifesavers Award winners for the state of Michigan were honored at a luncheon in Mt. Pleasant on June 7. Congratulations to all nominees and award recipients, who are listed below.

OUTSTANDING OFFICER

Ofc. Wes Evans—Grand Blanc Township Police Department

Ofc. Rick Samuel—Michigan State University Police Department

Ofc. Kurt Solomonson—Mt. Pleasant Police Department

Ofc. Robert Schurig—Westland Police Department

OUTSTANDING ROOKIE OF THE YEAR

Dep. Kyle Baker—Allegan County Sheriff's Office

Ofc. Kirby Frantti—Ishpeming Police Department

Tpr. Cody T. Mayer—Michigan State Police (MSP)—Sault Ste. Marie Post

OUTSTANDING TROOPER

Tpr. Travis Peterson—MSP—Cadillac Post

Tpr. Geoffrey Joseph—MSP—Brighton Post

Tpr. Casey Omiljan—MSP—Lakeview Post

OUTSTANDING DEPUTY

Dep. Gregory Simmons—Macomb County Sheriff's Office

Dep. Aaron Griffin—Marquette County Sheriff's Office

Dep. Christopher Freriks—Newaygo Sheriff's Office

RECOGNITION OF EXCELLENCE

Gladstone Post—MSP

Dep. Andrew Jonkman—Kent County Sheriff's Office

DAVID M. SCHIEBER MADD LIFESAVERS AWARD

Prosecuting Attorneys Association of Michigan

Paul Fehrman, Special Assistant Attorney General, Genesee County Prosecutor's Office

OUTSTANDING LAW ENFORCEMENT AGENCY

Huron Township Police Department
Kent County Sheriff's Office

LEWIS TYLER LONGEVITY CAREER ACHIEVEMENT AWARD

Lt. Bruce Krot—Dearborn Heights Police Department

THE 2017 OLIVIA CLEVELAND GRATITUDE AWARD

Sgt. Jennifer Miles—Oakland County Sheriff's Office



Insp. Scott Marier (L) presents the award for Trooper of the year to Tpr. Casey Omiljan (C) and Tpr. Geoffrey Joseph (R). Tpr. Travis Peterson was not present but also was awarded Trooper of the Year.



PAAM Traffic Safety Attorney Ken Stecker (L) and Prosecuting Attorney David Leyton (R) present the David M. Schieber Award to Assistant Prosecutor Paul Fehrman (C), Genesee County.



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GTSAC seeks nominations for outstanding traffic safety achievements



Each year the GTSAC honors individuals, organizations, and programs by presenting awards for outstanding traffic contributions to traffic safety in Michigan.

This is a chance to honor the best of the state's traffic safety community: people of all ages 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 2018 are judged to stand above others in the state. Nominations must include a well-defined problem and present clear and measurable results.

STUDENT AWARD

The GTSAC will recognize a high school or college student engaged in a traffic safety program.

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.

INDIVIDUALS, 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 20, 2019, during the Michigan Traffic Safety Summit at the Kellogg Center in East Lansing.

Award nominations must be received by November 2, 2018. An electronic version of the nomination form is available at Michigan.gov/gtsac.

PARTNER PROFILE

Criminal Justice Information Center



The MSP Criminal Justice Information Center (CJIC) started as the Criminal Investigation and Identification Division in 1935. Its primary mission at the time was focused on fingerprints. Michigan started requiring the fingerprinting of all felons in 1925 and today is one of six states that still base criminal histories 100 percent on fingerprints.

The CJIC is divided up into five sections: Security and Access, Criminal History, Field Support, Statewide Records Management, and Incidents. Within

those five sections are 13 units, covering 145 positions. Dawn Brinningstaull is the director of CJIC, taking over in 2010 for Capt. Charles Bush.

All facets of the criminal justice system throughout the state, not just the MSP, rely on information the CJIC maintains. That includes, but is not limited to; criminal histories, sex offenders, pistol registrations, concealed pistol licenses, local law enforcement case management, traffic crashes, and crime data. The CJIC is also responsible for the administration of the Law Enforcement Information Network (LEIN), audit and training of CJIC programs, MSP's records management and officer daily systems, and the Michigan Criminal Justice Information Network.

The Traffic Crash Unit processes approximately 300,000 traffic crashes every year and in 2017, LEIN processed more than 360 million transactions.



You can learn more about the CJIC by clicking [here](#).



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Pedestrian fatalities in Detroit are declining

The installation of 65,000 new LED streetlights in Detroit is being praised for helping to reduce pedestrian fatalities in Detroit. According to a report by the Detroit Lighting Authority, roughly 40 percent of Detroit's existing streetlights were not working in 2014. Also in 2014, the number of pedestrian fatalities in dark, unlighted conditions in Detroit was 24, a ten-year-high. In 2016 and 2017, after the authority installed the new lights, that number was just one per year.

With the decrease of pedestrian fatalities in dark, unlighted conditions, there has been an increase in pedestrian fatalities in dark, lighted conditions. But there is still an overall decrease in pedestrian fatalities in Detroit. According to the Michigan Traffic Crash Facts website, since 2009 pedestrian fatalities in Detroit have decreased 16 percent while increasing 47 percent in the rest of the state.

Teen Driver *Continued from page 1 >* three months on a learner's permit. The study also found teens are four times more likely to engage in risky behaviors (rapid acceleration, sudden braking, and hard turns) during this period. Teens on a learner's permit drove more safely. The NIH used software and cameras to monitor driving behavior.

What's Ahead

SEPTEMBER 2018

- 25 **Pedestrian & Bicycle Safety Action Team meeting.** Horatio S. Earle Learning Center, 7575 Crowser Drive, Dimondale, 9 a.m.
- 26 **Capitol Area Traffic Safety Network.** Horatio S. Earle Learning Center, 7575 Crowser Drive, Dimondale, 10 a.m.
- 27 **Huron Valley Traffic Safety Network.** Washtenaw County Sheriff's Office, 2201 Hogback Road, Ann Arbor, 9 a.m.

OCTOBER 2018

- 1 **Motorcycle Safety Action Team meeting.** Horatio S. Earle Learning Center, 7575 Crowser Drive, Dimondale, 9 a.m.
- 3 **Traffic Incident Management Action Team meeting.** Horatio S. Earle Learning Center, 7575 Crowser Drive, Dimondale, 9:30 a.m.
- 10 **Impaired Driving Action Team meeting.** MSP Headquarters, 7150 Harris Drive, Lansing, 10 a.m.
- 16 **Distracted Driving Action Team meeting.** MSP Headquarters, 7150 Harris Drive, Lansing, 1 p.m.
- 23 **Traffic Records & Information Systems Action Team meeting.** Horatio S. Earle Learning Center, 7575 Crowser Drive, Dimondale, 1:30 p.m.
- 31 **Michigan Truck Safety Commission Action Team meeting.** Michigan Center for Truck Safety, 1131 Centennial Way, Lansing, 9 a.m.

New bicycle passing law goes into effect

Michigan's new three-foot passing law goes into effect on September 27. The law requires motorists overtaking bicyclists traveling in the same direction to pass with at least three feet of distance to the left of bicycle. If it is not possible to give three feet of space, passing must be done at a safe distance and speed.

Bicycling fatalities in Michigan rose an alarming 133 percent since 2007. In 2016, 1,988 bicyclists were involved in motor vehicle traffic crashes, resulting in 42 fatalities. Bicyclists and pedestrians are involved in less than 1 percent of traffic crashes, yet represent a disproportionately high number of fatalities compared to other road users.

A common type of bicycle/vehicle crashes are collisions where a driver strikes a bicyclist while attempting to pass when traveling in the same direction. The OHSP reports that 55 percent of bicyclists involved in crashes in 2015 were "going straight ahead" before the crash. Prior to this year, Michigan was one of only 11 states without a law that requires motorists to pass bicyclists safely.



There are resources available for parents, caregivers, teachers, and safety advocates to help teens get a safe start on the road. Materials and more can be found here.



Go to Michigan.gov/S4SD to apply