

THE MAINE LIAISON



Edition 4

March 2016

Crash Reports

I know, as a retired officer, that we all love to do crash reports. We gear up before shift in anticipation of filling out our first crash report of the day. Right? Wrong!

How many times have we heard "We are just doing the insurance companies' work for them." Wrong!

Crash reports are arguably the most overlooked investigation law enforcement does on a daily basis. We fill in the blanks and move on to the next call. This must be based on the belief there is nothing that can be done. Wrong!

In this newsletter I hope to enlighten you about the value of crash reports; how they're used to reduce crashes & the number of reports you write, and how any of us can make a difference in our community.

Early Estimate of Motor Vehicle Traffic Fatalities for the First Nine Months (Jan-Sept) of 2015

A statistical projection of traffic fatalities for the first nine months of 2015 shows that an estimated 26,000 people died in motor vehicle traffic crashes. This represents an increase of about 9.3 percent as compared to the 23,796 fatalities that were reported to have occurred in the first nine months of 2014.

nhtsa.dot.gov



Paul R. LePage, Governor

John E. Morris, Commissioner

We each signed up to be a law enforcement officer for our own reasons. Most of us have similar end goals - save lives and help our communities.

Crash reduction does both. By reducing crashes the quality of life improves and certainly lives are saved.

Thank you.

Tom Reagan

Law Enforcement Liaison

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Help us spread the highway safety message. Become our fan on Facebook at www.facebook.com/MaineBureauOfHighwaySafety

Who Reads Your Reports?

Overall, reporting quality has improved and the electronic format has helped – since it ensures that every data field is completed. The mapping tools have significantly improved quality of accurate location reporting. Good crash reporting paves the way to good crash analysis and diagnosis of any needed safety improvements.



·**Location, location, location:** crash data is used to identify safety problems on corridors and at intersections. This analysis leads to safety project funding, so crash location accuracy is key so we can determine the full story.

·**Driver behaviors,** conditions and actions are key aspects of a crash – so include as much as you can in these areas, including Distracted Driving behaviors.

·**Sequence of Events'** (SOE 1 through 4) is another important safety diagnostic data field. There may be just 1 event, and if that's the case, that's okay, BUT think through the scenario and use all the SOE's that appropriately sequence what occurred during the crash.

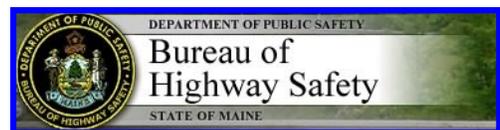
·**Bike and Pedestrian crashes** are getting a lot of attention, so fully report on crash factors from both the motorist and vulnerable user perspectives.

·When a crash involves vehicles moving into or out of **driveways**, indicate '*Driveways*' for 'Type of Location', rather than '*Straight*' road.

·For "**Type of Crash**' Head-on/Sideswipe will rarely be appropriate for intersection crashes. Here is the definition of an Intersection type crash: 'When two or more vehicles collide while in the process of moving in or about an area classified as an intersection or driveway'. In an intersection, 'Head On' would be the right choice only if opposing traveling vehicles collided due to lack of lane discipline, which is rare.

Duane Brunell. PE Maine Department of Transportation

In regards to the crash reports - Please UPDATE any information you may have left as "pending". For example alcohol and drug tests. For "condition at time of crash" ensure it is updated as well if the condition changes. Another factor may be speed. If you learn speed was involved, through reconstruction, then the report needs to be updated. The reports are where we retrieve OUI, speed and other information for statistical data so the updates are crucial. Your agency will use this same data for NHTSA grant funding applications.



Jessica Voisine Fars Analyst

The consequences of traffic crashes are far reaching. It's a domino effect that negatively impacts individuals, families, communities and businesses," said Dr. Mark Rosekind, NHTSA Administrator.

MJCA Training

ARIDE

Bangor June 21st

Seeking hosts for class

DRE Class

21 graduates of last months class will be heading to beautiful downtown Baltimore for their certification training next week.

Intoxilyzer Training is now available on JPMA. Contact Jim Lyman if you have questions.

New Report Shows Traffic Crashes Cost Employers \$47.4 Billion In 2013

The new report, funded by the National Highway Traffic Safety Administration, highlights ways businesses can help save lives and money through roadway safety education in the workplace.

.... Speeding resulted in \$8.4 billion in crash-related expenses, with distracted driving close behind, at \$8.2 billion. Driving under the influence of alcohol resulted in \$6.0 billion in losses and not wearing a seat belt added \$4.9 billion to the total. In addition, the report finds that medical costs paid by employers per employee injured in a crash were nearly double in on-the-job crashes where the employee was not wearing a seat belt and increased by a third for off-the-job crashes.

[Click here for an Infographic](#) of the findings. www.trafficsafety.org.

Improved Vehicle Designs Bring Down Death Rates

The latest Insurance Institute for Highway Safety (IIHS) calculations of driver death rates shows that the chances of dying in a crash in a late-model vehicle have fallen by more than a third in three years. Among 2011 models, a record nine vehicles have driver death rates of zero; however, the gap between the safest and riskiest models remains wide, and three cars have death rates exceeding 100 per million registered vehicle years. Improved vehicle designs and safety technology have a lot to do with the continuing decline in fatality risk. [Read More >>](#)

The LEL Traffic Stop is a publication of the National Law Enforcement Liaison Program

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[View previous issues](#)

LEL April Webinar: It All Starts with A Traffic Stop Part II - Now That I've Stopped Them, What Can I Do? – There are still spaces available for the April NLELP webinar, "Now That I've Stopped Them, What Can I Do?" Maryland Traffic Safety Resource Prosecutors David Daggett and Jonathan Naylor return for the second installment of their very popular traffic stop webinar series on Wednesday, April 20, at 3:00 p.m. ET. (FREE!)

[Register >>](#)

Crash Investigations



\$440,000 of Marijuana Seized at Traffic Stop

— A Missouri State Highway Patrol trooper pulled over a 2012 Dodge Ram for **speeding** on Sunday. After approaching the truck, the trooper detected an odor of marijuana. After searching the vehicle, 110 pounds of marijuana, valued at \$440,000 was discovered. The driver was charged with felony drug trafficking, felony possession of a controlled substance, unlawful use of a weapon, and misdemeanor unlawful use of drug paraphernalia. He was also cited for speeding and not wearing a seat belt.

[Read More >>](#)

Ohio Traffic Stop Leads to Drug Arrest

— A 63-year-old man was stopped with three kilograms of heroin valued at \$1.2 million in his Volkswagen Jetta by an Ohio State Highway Patrol trooper. The driver said that he was to be paid \$5,000 to transport the heroin from Arizona to New York.

[Read More >>](#)

When we investigate any crash we are investigating an error. Crashes don't happen on their own, someone screws up. Intent is typically not a concern but fault should be investigated. We, as law enforcement officers, often don't want to "punish" drivers roadside who made the mistake. The debate on tickets aside, **how do we prevent future accidents at that location?** We all have those intersections or areas that have frequent crashes. Unless you like to do crash reports - address the issue when possible. These elements are critical to consider when doing a crash report. Your partners rely on your accurate data to reduce future crashes.

Who - Who are my drivers? Witnesses? Is this a new driver issue? Is it a geriatric issue? Suspended? Impaired? Aggressive? Has this person been involved in many accidents? Should an adverse driver letter be sent to the Secretary of State?

What - What happened. Vehicles in motion and sequence of events. Things you can observe. Were other travel lanes moving through the intersection at the time of crash? Fault is often exposed here. Be fair to all those involved, but someone screwed up. If everyone had the green light, document their statements. *It's a shame that one driver complied with the law and the other driver screwed up and they're both getting a hit on their insurance.*

Where - Use the GPS in MCRS. Precise location tells our engineers we have a repeated problem RIGHT THERE. Some intersections are huge. With accurate reports traffic light cycles can change, turn lanes can be added, signage can change. Depending on the violation, grants are issued. Was there an obstructed view? Can you address it?

When - Time of day is important. Note lighting when possible.

How - Pre-accident activities. What were the drivers doing? Was it an improper turn? If distracted, be specific in your report about what caused the distraction, texting or HUA.

Why - Why were two vehicles in the same physical space at the same time? Solve this and maybe we can prevent the next crash at this location.

With this data we change roadways, add rumble strips, offer highway safety grants all with the design to prevent crashes and save you from needing to return to the same place over and over again for crash reports. Your accurate and timely reports allows your partners to do what is best to reduce crashes.

Five E s of Traffic Safety

Control what you can, assist when you can for the rest.

1. Enforcement - A daily responsibility. We all seek voluntary compliance.
2. Engineering - Get the MeDOT the accurate data so they can assist you.
3. Education - At every car stop. Get involved in driver's education classes.
4. Environment - Slow them down in inclement weather - just be seen.
5. EMS - Basic EMS skill done in a timely manner can save a life. It could be the difference between a crash report and a full fatal crash reconstruction.



Traffic Safety Innovations 2015 –

The IACP and NHTSA have assembled *Traffic Safety Innovations*, a series of best practices from the 2015 National Law Enforcement Challenge award recipients that had a positive impact on their community. These examples may be a valuable resource for law enforcement agencies looking for new enforcement and education strategies.

[Bike/Pedestrian Safety](#)

[Commercial Motor Vehicle Safety - Municipal/Sheriff](#)

[Commercial Motor Vehicle Safety - State Police](#)

[Distracted Driving](#)

[Impaired Driving](#)

[Motorcycle Safety](#)

[Occupant Protection](#)

[Speed Awareness](#)

[Technology](#)

[Traffic Incident Management](#)



LE Phlebotomy Technician Training

Augusta DPS Headquarters LEPT Course 04/11 and 04/12 Refresher 04/13 (0900- 1200 hrs.)

York County Saco PD LEPT Course 04/28 and 04/29 Refresher 04/27 (0900-1200 hrs.)

Cumberland County Portland PD LEPT Course 09/01 and 09/02 Refresher 09/01 (1800-2100 hrs.)

<http://www.leoblooddraw.com/attorneys.html>

	2004 Month	2004 YTD		2011 Month	2011 YTD	2012 Month	2012 YTD	2013 Month	2013 YTD	2014 Month	2014 YTD	2015 Month	2015 YTD
January	25	25		7	7	12	12	7	7	8	8	10	10
February	9	34		7	14	7	19	7	14	8	16	4	14
March	11	45		7	21	10	29	5	19	13	29	7	21
April	10	55		6	27	7	36	8	27	7	36	3	24
May	18	73		10	37	14	50	16	43	11	47	18	42
June	18	91		10	47	27	77	11	54	11	58	10	52
July	28	119		15	62	19	96	18	72	10	68	19	71
August	22	141		18	80	11	107	22	94	11	79	24	95
September	15	156		14	94	20	127	14	108	16	95	17	112
October	15	171		13	107	6	133	9	117	10	105	10	122
November	7	178		8	115	21	154	13	130	13	118	18	140
December	16	194		21	136	10	164	15	145	13	131	16	156

Crash Data Drives the State's Transportation Safety Programs

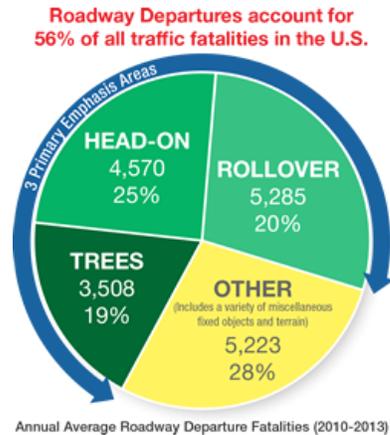
The Maine Highway Safety Plan is developed with the goal to reduce crashes. We and our partners analyze the data you provide. We then develop and select projects that will best meet our goal. We implement those projects with our partners through grants. We then monitor and evaluate to measure the success or failure of the programs.

Why more than 1 million Americans have died in car crashes since 1990

People have been dying on the roads ever since 1899, when Henry Hale Bliss was killed by a taxicab as he stepped off a streetcar at West 74th Street and Central Park West in New York. He is on record as the victim of the first traffic-related death in U.S. history. But these days, traffic fatalities generally are big news only when several people are killed in a crash.

The reasons about 90 people die in vehicle crashes every day — and that the number of deaths appears to be increasing — are described in a new survey scheduled to be released Thursday by the AAA Foundation for Traffic Safety.

<https://www.washingtonpost.com/>



Sample Haddon Matrix Applied to Motor Vehicle Crashes

Dr. William Haddon Jr.: Lifetime crusader for safer automobiles and first director of the National Highway Traffic Safety Administration.

A physician and engineer with degrees from the Massachusetts Institute of Technology, Harvard Medical School and Harvard School of Public Health

PHASES	FACTORS			
	Host/ Driver or Passenger	Vehicle/Vector <i>(objects that transmit kinetic energy)</i>	Physical Environment	Social Environment <i>(Traffic Safety Culture)</i>
Pre-Event <i>(Before the crash occurs)</i>	<ul style="list-style-type: none"> ➢ Driver vision ➢ Alcohol Impairment ➢ Driver experience/ ability ➢ Driver knowledge ➢ Restraint/ helmet choice ➢ Driver rested and attentive 	<ul style="list-style-type: none"> ➢ Maintenance of brakes and tires ➢ Speed of travel ➢ Load characteristics ➢ Anti-lock braking system (ABS) ➢ Electronic stability control (ESC) 	<ul style="list-style-type: none"> ➢ Adequate roadway markings ➢ Divided highways ➢ Roadway lighting ➢ Intersection configuration ➢ Road curvature ➢ Adequate shoulders and rumble strips 	<ul style="list-style-type: none"> ➢ Public / community attitudes on drinking and driving ➢ Impaired driving laws ➢ Graduated licensing laws ➢ Speed limits ➢ Enforcement and adjudication of traffic laws ➢ Support for injury prevention programs
Event <i>(During the crash)</i>	<ul style="list-style-type: none"> ➢ Spread out energy in time and space with seat belt/ airbag use ➢ Child restraint use 	<ul style="list-style-type: none"> ➢ Vehicle size ➢ Crashworthiness of vehicle- crash space, crush resistance, safety rating 	<ul style="list-style-type: none"> ➢ Guard rails, median barriers ➢ Presence of fixed objects near roadway ➢ Roadside embankments 	<ul style="list-style-type: none"> ➢ Adequate seat belt and child seat laws ➢ Motorcycle helmet laws
Post-Event <i>(After the crash)</i>	<ul style="list-style-type: none"> ➢ Crash victim's overall health ➢ Age of victim 	<ul style="list-style-type: none"> ➢ Gas tanks designed to minimize fires ➢ On-Star or other automated crash notification and GPS locator 	<ul style="list-style-type: none"> ➢ Availability of effective EMS systems and staffing ➢ Effective incident site management ➢ Distance to quality trauma care ➢ Rehabilitation programs available 	<ul style="list-style-type: none"> ➢ Policies and funding supporting emergency and medical response systems ➢ Public support for trauma care and rehabilitation ➢ EMS training ➢ Resources and programs for psychological recovery from trauma

Orono's Heads Up Program

The Orono Police Department is implementing a new safety campaign to try and keep it (*crosswalk crashes*) from happening there. Drivers and pedestrians are going to be asked to keep their "Heads Up" on the streets in Orono.



"We had more and more complaints being phoned in and telling us they felt like they were unsafe in the crosswalks, that they were having to watch really carefully before they stepped into the crosswalk and they could be in the crosswalk and people would still be zipping right by, so rather than wait until we had some kind of an accident, we just felt like an education campaign would be appropriate."

Orono Police Chief Josh Ewing reached out to Orono Middle School for some help, and one class came through. "They came up with a 15 second video that ultimately will be released on our Instagram, the Instagram that the police department has, and they actually came up with the Heads Up slogan. We wanted to have a slogan, you want to have a slogan, something that people could remember maybe that we could put out that people would see a photo and realize what it was every time they saw it, so there'll be some signs and soon there will be a video, soon."



WABI News Story

[Click Orono's Facebook link above](#)

Links of Interest

Quick Facts 2014 (DOT HS 812 240) NCSA has released the 2014 Quick Facts publication as a quick reference to the most asked questions regarding motor vehicle traffic fatalities and crashes. This publication provides the most current data at your fingertips.

nhtsa.dot.gov

SHSP Quick Notes: Information and Articles related to safety focus areas contained in Maine's Strategic Highway Safety Plan

[New State Fact Sheets: Cost of Motor Vehicle Crash Deaths](#)

State Traffic Safety Information For Year 2014

Quick, Easy Access to Traffic Safety Facts

<http://www-nrd.nhtsa.dot.gov>

Distracted Walking? <http://www.usatoday.com>

You don't believe it happens? (Graphic) <https://www.youtube.com>

Google car crash 'not a surprise' - US transport secretary

www.bbc.com

Maine Traffic Crash Report Manual - Here are your answers

maine.gov

[April is Distracted Driving Awareness Month - Take Back Your Drive](#)

Talking Point

In 2015 we had 156 crash fatalities in Maine. Thirty-two were motorcyclists, nineteen were pedestrians. Is this an acceptable number?

What is an acceptable number of Maine crash fatalities?

What is an acceptable number of your family members crash fatalities?

