

THE MAINE LIAISON



Edition 10

Maine Bureau of Highway Safety

August 2016

Keeping Our Roads Safe

The summer high visibility enforcement (HVE) period has come and gone. Summers, specifically August, are a difficult time of year for crashes. Maybe it's the volume of traffic, speed, the use of intoxicants or a combination of many factors. The fact is, we in law enforcement are the last line of their defense. These high visibility enforcement campaigns are designed to be just that – high visibility and enforcement. They are designed to change behavior.

It's a partnership. The high visibility comes from the TV, radio and printed public safety announcements sponsored by the NHTSA and the MeBHS. We tell them you're out there, what you're doing and why. We remind them and educate with the PSAs. The enforcement comes from you folks.

Your role during the HVEs is enforcement - enforcement with a purpose. Find out where and when the crashes occur. Work that spot at that time...or you can respond from your favorite hiding place for another crash report. The specific enforcement action, ticket or warning, is up to you as an agency or an individual but we know tickets change behavior. You need to be making a show of enforcement. Show the colors (blue lights) on your roadways. Let the motorist see you out there. Let the passing motorist assume your stop is related to the PSAs.

Traffic enforcement leads to safer roads. That's a fact. We all know which communities, as we travel in our POVs, require us to slow down. Be that community. Instill a little fear in the passing motorist.

Enforcement is difficult on many levels for each of us. In today's political/media environment law enforcement has taken an unfair hit. No one wants to be perceived as a hard-ass. Step back and look at the entire picture. If someone speeds through your community and you stop them you are, potentially, saving lives. If you write a ticket maybe the motorist will consider you a bully (among other things). I think, with the right messaging, your community will appreciate your efforts to keep them and their families safe.

This partnership works - you enforce where the problem is and we'll educate where the problem lives.

**Maine's Mobile Breath Testing Vehicle is here!
Next month's e-newsletter will have all the details!!**

IN THIS ISSUE:

- * **MCJA Training**
- * **AAA Safety Class**
- * **Crash Training for ADAs**
- * **LEPT Class**
- * **BTD Class**

PHASE II OUI/SFST CLASS

It is time to begin filling our instructor roles for our 2016/2017 classes. I am looking for DRE/SFST/BTD instructors for the following classes. I can also use DRE's to assist with classes in a support role.

September 26-30:	BLETP Week 1 (Lead Instructor Pat Polky) SFST Mon – Thurs, BTD Thurs noon - Friday. I need additional SFST instructors to assist with proficiencies on Friday.
October 3-7:	BLETP Week 2 (Lead Instructor Aaron Turcotte) SFST Mon – Thurs, BTD Thurs noon - Friday. I need additional SFST instructors to assist with proficiencies on Friday.
October 5:	LEPS SFST Class at MCJA 8am – 2pm (2 instructors) Usually instructors help out with the BLETP workshops or practicals after the class.
October 10-14:	BLETP Week 3 (Lead Instructor Bob Libby/Jim Farrenkopf) SFST Mon – Thurs, BTD Thurs noon - Friday. I need additional SFST instructors to assist with proficiencies on Friday.
October 26-28:	SFST Instructor Development
October 31- Nov 2	BTD instructor Development
February 28, 2017	DRE School
April 3-7, 2017	BLETP Week 1
April 10-14, 2017	BLETP Week 2
April 17-21, 2017	BLETP Week 3

OUI/SFST

If you are able to assist during BLETP weeks please contact the lead instructor for scheduling of teaching assignments and cc me. All others please contact me directly.

Thanks.

Jim

James Lyman
Maine Criminal Justice Academy
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New Mexico deputies say a traffic stop yielded a surprising find: a drunken 13-year-old boy behind the wheel and the child's intoxicated grandmother riding in the back. [Fox News](#)



**Welcome to the
Tools and Resources for Community Policing:
Addressing Teen and Senior Driving, Distracted Driving, Bicycle Safety and Child Passenger Seating**

October 13, 2016 9:00-3:00 at the Maine Criminal Justice Academy Agenda

9:00-9:15 Introductions, welcome and logistics

9:15-11:00 AAA Northern New England – How to present the AAA workshop for parents & teens who are almost ready to drive, “Dare to Prepare”, and the workshop, “Keeping the Keys”, aimed at helping seniors have a long safe driving career and identify local mobility option when necessary Harri Sterling AAA NNE

11:00-11:45 Lunch*

11:45-1:00 Bureau of Highway Safety -Interactive demonstrations available that can be scheduled for your community events - distracted driving simulators & seatbelt “Convincer”-Corinne Perreault, Dale Gilbert and Rick Tarr BHS

1:00-2:00 Bicycle Coalition of Maine – Resources and best practices for teaching & enforcing pedestrian and bicycle safety in your community- Jim Tasse Bicycle Coalition of Maine

2:00-3:00 Bureau of Highway Safety -Best practices for traffic stops involving child passenger safety misuse-Sergeant Lance Mitchell of the Knox County Sheriff's Office

3:00-3:05 Wrap-up Harri Sterling AAA NNE

*Lunch will be provided for all participants and trainers

Space is limited so sign up right away by contacting:

Harri Sterling, AAA
Sterling.harri@nne.aaa.com
For questions Harri can be reached via email or at 780-6989



Please visit our web site. We are trying to become a consistent resource for our traffic enforcement partners .

www.maine.gov/dps/bhs

MeBHS

Are our new officers seeing enough of the inside of a courtroom?

Thirty years ago when I started my law enforcement career spending Thursdays in District Court was a given. If you enforced the traffic (or 17A) laws it was expected. There were a dozen officers standing in the back of the courtroom waiting to see if their accused pled out in front of the judge or asked for a trial. If it was to be a trial you sat and watched. I always saw court day as overtime. I'd already “won” when I made the traffic stop that brought me to court. I corrected the illegal behavior at the stop. In those days there was no violations bureau. If you wrote a speeding ticket and it was contested for any reason you went to district court. It wasn't unusual to have four or five OUI trial folders (arrests were way up back then) scheduled on a single day. Plea bargains were made on this day after our ADA spoke to the defendant and the officer.

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GHSA Webinar

**Wake Up Call!
Understanding
Drowsy Driving
and What States
Can Do.**

**You can now ac-
cess the recorded
webinar
at
Wake Up**

**The PowerPoint
slides are
available
Wake Up Slides**

**The report itself,
along with the
news release,
infographics, and
more, are posted
online at
GHSA.org**

**Best Regards,
Kara**

**Kara Macek
GHSA Communications
Director
202-789-0942 x140
kmacek@ghsa.org**

CRASH RECONSTRUCTION BASICS FOR PROSECUTORS AND POLICE OFFICERS

The Michigan TSRP has invited us to their webinar below. Please feel free to distribute within your department if you think anyone might be interested. It's very easy to join and often informative to see how other states do this. If any prosecutors attend and send me a course completion certificate, I'll take care of submitting the CLEs for you.

Thanks,

**Scot Mattox, Esq.
Traffic Safety Resource Prosecutor**



**The Prosecuting Attorneys Association of Michigan's
Traffic Safety Training Program
PRESENTS:**

**“Crash Reconstruction Basics for Prosecutors and Police Of-
ficers”**

PLEASE JOIN US FOR THIS WEB-BASED TRAINING
presented by **Sergeant James Campbell, Traffic Crash Recon-
structionist with the Michigan State Police**, on Friday, Septem-
ber 23, 2016, from 12:15-1:00 PM via WEBINAR.

Overview:

This presentation will help prosecutors and police officers understand the basics of crash reconstruction so they are better able to investigate and prosecute fatal motor vehicle collisions. Michigan State Police Sergeant James Campbell is one of the leading authorities in our state on crash reconstruction. Over the last 19 years, he has investigated an average of 50 fatal crashes each year and has been qualified as an expert 45 times in 15 different courts.

AGAIN, please join us Friday, September 23, 2016 from 12:15-1:00 P.M., Eastern Time, via WEBINAR.

REGISTRATION

To register for the webinar, go to <https://attendee.gotowebinar.com/register/5160747317612785412>. You will receive a registration confirmation email which includes the information you need to attend the webinar. You also will receive an email reminder 1 day and 1 hour before the training.

Teen Driving Study Reveals “App and Drive” is New Danger Among Teens, New Worry for Parents

Teens have been inundated with messages about the dangers of texting while driving over the past several years—and while this message is still vitally important, texting is not the only danger popping up on their smartphone. According to new research conducted by Liberty Mutual Insurance and SADD (Students Against Destructive Decisions), while 27 percent of teens today still report texting and driving, a bigger concern is that two out of three teens (68 percent) admit to using apps while driving. In fact, when asked to rank the driving behaviors they perceived to be most dangerous, looking at or posting to social media apps ranked much lower as compared to texting and driving or driving under the influence of alcohol, for example.

[Read the full story at PRNewswire.com.](#)

Ford Promises Fleets of Driverless Cars Within Five Years

In the race to develop driverless cars, several automakers and technology companies are already testing vehicles that pilot themselves on public roads. And others have outlined plans to expand their development fleets over the next few years.



[Read the full story at NYTimes.com](#)

Officers in Court...(continued)

Spending time in court was an incredible learning opportunity - far outreaching classroom time. This wasn't theory or best practices. This was real. Listening to the trials modified the future habits of those officers listening. For example – I listened to testimony of a single car crash on a dirt road on a rainy night in Old Town. The officer arrived and offered his front seat to the motorist to get her out of the rain. At that point he smelled intoxicating beverages coming from the driver as she spoke. The defense argued that the driver did not want to get into the cruiser but the officer “insisted”. The judge ruled, in that case, that the person was not free to leave and questions thereafter were inadmissible. I learned how to avoid falling into the same pit when I responded to crashes. A quarter century later I still recall those details. No classroom can be so effective. I also recall watching officers testifying and defense attorneys cross examining. Some were well done, others were sad. But it taught me what to expect, common tricks of the defense trade and how to speak in court. Knowing the elements of the crime or where the signage was during the stop is crucial. I learned how to prepare for court. Jury trials were nerve racking at first but I learned that the better I knew my report and the details of the stop/arrest the better I did in court. Jury trials after a while were not a problem and I saw them as teaching moments for me and the jurists.



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Though the number of traffic fatalities involving alcohol has fallen over the years, so has the total number of auto-related deaths. As a result, alcohol continues to play a role in 30 - 40 percent of U.S. traffic fatalities. In 2014, nearly 10,000 driver, passenger, and pedestrian deaths were linked to alcohol. The question on everyone's mind is, "How do we solve this problem?"



http://www.thecarconnection.com/news/1105485_10-states-with-the-harshest-duit



Time to Catch Up With the Reality of Drugged Driving

In a San Diego

Times editorial, David Bejarano, chief of police at the Chula Vista Police Department, says that we're at square one with drugged driving. Law enforcement and prosecutors are confronted by a myriad of substances, almost no field testing, no legal limits, and few certified drug recognition experts. California is racking up dozens of deaths and scores of injuries every month due to drugged driving.

[Times of San Diego](#)

Maine Law Enforcement Phlebotomy Technician Training



Sponsored by :
Maine Bureau of Highway Safety



UPCOMING TRAINING

September 12-13, 2016
Two Day Class
Portland Police Dept.
9:00am – 5:00pm

Required Refresher Class
September 12, 2016
Portland Police Dept.
6:00pm-9:00pm

To register: www.leoblooddraw.com
Contact Andrea Thompson
Andrea@leoblooddraw.com

Officers in Court...(continued)

Today it's not typical for officers to go to court. The violations bureau was partly designed to take the burden off the courts and prosecutors for traffic infractions. This system reduces the frequency of officers going to court to testify. The prosecutors now have a plea bargain system that also reduces officer's time court. This saves the agencies money by reducing overtime and saves court time.

This, however, may be a problem. Officers no longer learn to testify during speeding trials or inspection violations. Often the only time an officer goes to trial these days is when there is a jury trial or a problem with the prosecution of a case. They're called in for potentially complicated courtroom issues or emotional jury trials. This is unfair on many levels. It's unfair to the officer with little or no testimony experience. It's unfair to the prosecutor because the testimony, good or bad, may determine the verdict. It's also unfair to the community because they want safer communities and prosecution of offenders is part of the overall process. This isn't just true of traffic enforcement. It includes criminal offenses across the board.

Another thing to consider – an officer testifies in a complicated jury trial. It may be their first trial experience. The defense successfully tears them apart (as they often try to do). What incentive is there for an officer to write violations in the future if they see the courtroom as a hostile environment instead of a classroom experience?

I dislike bringing up a problem without a solution but this is something agencies and prosecutors need to keep in mind. TJR

BREATH TESTING DEVICE INSTRUCTOR DEVELOPMENT

Date: October 31- November 2, 2016

Location: MCJA

Time: 8:00 – 5:00

Tuition Only: \$40.00

Day Student Cost: \$56.00

Residential Student Cost: \$71.00

Contact: James Lyman 877-8009



Program Description

This program is designed to develop a full time law enforcement / corrections officer, who is Intoxilyzer certified, to a level of ability and proficiency necessary to provide quality Breath Testing Device Operator training to other officers. Selection priority will be given to officers who have a demonstrated, credible use of this instrument and have experience dealing with the legal issues associated with the enforcement of impaired driving. Priorities will also be assigned based upon geographic and agency needs.

This two day class will prepare the candidates to teach students the necessary skills to become proficient and certified in the use of the Intoxilyzer. Before completing this certification, the students will be required to teach the 2 day Breath testing device Operator course under the supervision of senior instructors.

Personnel who may attend: Full time law enforcement / corrections officers who are Breath Testing Device Operator certified and have demonstrated proficiency in all aspects of it's use. Consideration will be given to applicants that have completed MOI and are currently MCJA certified instructors. Selection criteria may include MCJA and regional needs.

Prerequisites: Currently certified as an Breath Testing Device Operator.

(Candidates will have to instruct at a later date under the supervision of a senior instructor to complete certification. The first opportunity will be during the April 2017 BLETP classes)

Class Limit: 15 Students

2014

Drunk driving deaths
decreased to 9,943.

-one death every
53 minutes.



NO MORE VICTIMS'

2015

Drunk driving deaths
increased to 10,265.

-one death every
51 minutes.



This tragedy is happening faster.
Every 2 minutes matter.