

THE MAINE LIAISON



Edition: JP:04

Maine Bureau of Highway Safety

Fall 2024

Welcome to our Fall newsletter! Now that eCitation has been deployed to over 86 Law Enforcement Agencies across our State, Jim and I have been fielding several popular questions we'd like to share with you. As we add new users, please continue to utilize us for any questions, concerns, or challenges you may encounter along the way. We'll be happy to share our knowledge.

FAQ #1: *Will eCitation return driver and vehicle quires from all 50 States?*

Answer: No. Currently eCitation will return data from ME, NH, MA, CT, NY, and FL. To access this function, click the search box under the driver and vehicle tabs.

☐ Is Pedestrian?

Driver's License #:

Your LEL Contacts

James Willis
James.K.Willis@Maine.Gov 207-460-6040

Patrick Hood
Patrick.Hood@Maine.Gov 207-975-0423

(Continued on page 2)

TRAFFIC FATALITIES

Traffic Fatalities through: September 30, 2024

135

*comparable prior years through September 30 of respective year

*2023	*2022
107	132
*2021	*2020
110	124

In this Issue:

- eCitation FAQ's.
- Q1—Q3 traffic fatality stats.
- Chemist Corner.
- TSRP Chat.
- Bureau of HS updates.
- Speeding, what's your hurry? Op-ed
- Updates from the DRE training unit.
- Community resource page.
- SADD Updates.
- OUI weeklong training flyer.
- National pedestrian safety month.
- School bus safety week information.

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FAQ #2: *What if I stop a vehicle and don't have an MDT at that time?*

Answer: We have developed this [document](#) to guide LEO's on how to work through this exact scenario. The most critical issue is not to duplicate enforcement methods. You can always issue a handwritten VSAC but don't enter that same VSAC into the eCitation program.

FAQ #3: *If I'm utilizing eCitation to report my Agencies driver demographic data to the Maine Attorney General's Office, what steps do I need to take to meet my statutory obligations?*

Answer: If your Agency is utilizing the program's data collection fields, that information is automatically transferred to the Maine Attorney General's Office requiring no additional work. You can view your Agencies driver demographic data on the desktop application of eCitation under *Dashboard/Stop Demographics*. eCitation can be configured so other Agency members beyond the Chief can access the data for situational awareness and reporting purposes. Reach out to either of us to update that functionality.

FAQ #4: *Can I use the eCitation program without a printer?*

Answer: Printers are necessary for the issuance of VSAC's with eCitation. Some Agencies are using the program just for warnings and driver demographic data collection until printers can be purchased for the cruisers. We have devel-

oped this [document](#) on how to use eCitation for demographic data collection in lieu of the Excel sheet that was distributed from the Attorney General's Office.

The Bureau of Highway has renewed its printer grant program for FY2025. This is an 80/20 grant funding structure as it was in the past. To apply for this grant, please reach out to Nathan.McLaughlin@maine.gov anytime.

FAQ #5: *Will eCitation data feed my CAD program so I can avoid duplicate data entry into both systems?*

Answer: At present, eCitation will not populate IMC, Spillman, or Pro Phoenix. Plans are currently underway by the Bureau of Highway Safety and LexisNexis to make the eCitation data available to all CAD vendors so it would be available to feed their platforms should they choose to do so.

As we evolve with eCitation and driver demographic data collection as a law enforcement community, please know that high visibility enforcement (HVE) is one of the most important tools we have to reduce the number of personal injury and fatal crashes toward Zero. We must not allow any of these FAQs to deter to any degree a Trooper/Deputy/Officer/Warden from conducting traffic stops. All of your efforts combined will continue to hold aggressive and unsafe driving behavior accountable making our roads a safer place!

v/R Jim and Pat

RIGHT NOW 50 MILLION

VEHICLES ON THE ROAD HAVE OPEN SAFETY RECALLS

Is yours one of them?



CheckToProtect.org for vehicle recalls



MaineDOT

Traffic Camera

LINK



DIRIGO SAFETY, LLC

PUBLIC SAFETY ADVOCATES

Access our full training schedule by clicking this [LINK](#)

Investigation of Maine Cannabis Law Violations **CLASS DATES**

Oct 29 8:00 am - 4:00 pm

Dirigo Safety LLC

95 Main Street 3rd Floor
Auburn, ME, 04210

Price: FREE - This course is sponsored by the Office of Cannabis Policy
Available in-person or via Zoom.

Now 25 8:00 am - 4:00 pm

Dirigo Safety LLC

95 Main Street 3rd Floor
Auburn, ME, 04210

Price: FREE - This course is sponsored by the Office of Cannabis Policy
Available in-person or via Zoom.

Enforcement of Underage Drinking Laws

Nov 7 1:00PM - 5:00PM

Bureau of Alcoholic Beverages and Lottery Ops

19 Union St
Augusta ME 04330

Price: FREE

****In-Person or via Zoom**** - Room 325

Green Lab

Dec 5 8:00 am - 5:00 pm

Dirigo Safety LLC

95 Main Street 3rd Floor
Auburn, ME, 04210

Price: FREE FOR MAINE LEO AND PROSECUTORS. Sponsored by the Office of Cannabis Policy.
****Limited seats available****



Updates From

Impaired Driving Enforcement Training Unit



Several of Maine's top traffic safety and impaired driving enforcement instructors were in Washington D.C. for the International Association of Chiefs of Police Impaired Driving and Traffic Safety Conference. These professionals gained knowledge in the latest studies and best practices to make our roadways more safe, and brought that knowledge and training back to the rest of Maine's law enforcement.

17 candidates were selected to attend Maine's next Drug Recognition Expert school, with the classroom portion beginning in February.

A busy month ahead with the BLETP's OUI investigation range weeks beginning today. An ARIDE class is scheduled for December at Dirigo Safety in Auburn, and SFST Instructor class in January at MCJA.



Important reading relating to OUI/DUID cases:

Recommendations for Toxicological Investigation of Drug-Impaired Driving and Motor Vehicle Fatalities—2021 Update

D'Orazio AL, Mohr ALA, Chan-Hosokawa A, Harper C, Huestis MA, Limoges JF, Miles AK, Scarneo CE, Kerrigan S, Liddicoat LJ, Scott KS, Logan BK. Recommendations for Toxicological Investigation of Drug-Impaired Driving and Motor Vehicle Fatalities-2021 Update. J Anal Toxicol. 2021 Jul 10;45(6):529-536. doi: 10.1093/jat/bkab064. PMID: 34086916; PMCID: PMC8272528.

Link to full article: <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC8272528/pdf/bkab064.pdf>

Abstract:

“This report describes updates to the National Safety Council’s Alcohol, Drugs and Impairment Division’s recommendations for drug testing in driving under the influence of drug (DUID) cases and motor vehicle fatalities. The updates are based on a survey of drug testing practices in laboratories in the USA and Canada, a comprehensive review of the prior recommendations and data and research on drugs most frequently detected in DUID cases.... **The consensus panel concluded that urine is an inferior matrix to blood and oral fluid as it may represent historical use or exposure unrelated to observed impairment; therefore, future iterations of these recommendations will not include urine as a recommended matrix. Laboratories currently testing urine should work with traffic safety partners to encourage the use of blood and oral fluid as more appropriate specimens and adjust their capabilities to provide that testing.**”

After these recommendations were published

June 15, 2022 : “International Associate of Chiefs of Police (IACP) joins with the National Safety Council’s Alcohol, Drugs, and Impairment Division in supporting the testing recommendations set forth in the Recommendations for Toxicological Investigation of Drug-Impaired Driving and Motor Vehicle Fatalities – 2021 Update (D'Orazio, Mohr, Chan – Hosokawa et al, Journal of Analytical Toxicology, 2021)”

Link to full IACP article:

<https://www.theiacp.org/resources/resolution/drug-impaired-driving-laboratory-toxicology-testing-recommendations-0>

The Bureau of Highway Safety *Coordinators*

UPDATES

FROM

Calling all Intoxilyzer site Coordinators.

If your Agency is an Intoxilyzer site, we need to talk! As a result of new hires, transfers, and retirements, our master list of site coordinators needs to be updated. The LEL's will be reaching out for those updates soon.

Forensic Phlebotomy

The Fall 2024 Forensic Phlebotomy training course held at KVCC is full with 10 officers registered! BHS is ecstatic the course is full and we will soon have 10 new FP's in the state.

For more information about the Forensic Phlebotomy program, please contact Kasey.Theriault@Maine.gov.

Maine BHS 2024 National Child Passenger Safety Certification Trainings

Training Date & Time: October 21-24, 2024 ~ 8:00AM-5:00PM ~ Lunch provided!

Training Location: MedCare Ambulance /290 Highland Terrace Mexico, ME 04257

Course ID Number: ME20240905856

Certification Cost (Paid directly to Safe Kids Worldwide): \$95

To register for this training, please go to <https://cert.safekids.org/>

FMI: Maine Bureau of Highway Safety at 207-626-3840 or by email at erica.davis@maine.gov



The Bureau of Highway Safety welcomes a new Contract Grant specialist, Kristen Morin.

In March 2024 I joined Department of Public Safety as the Receptionist. I was happy to greet you with a smile. In July 2024 I was given the opportunity to become a part of the Bureau of Highway Safety team. What a great step to take. Coming off the heels of working at CMP, in the call center, I was ready for the change. The desire to have more time to spend with my son (Oliver, 2) and my husband (Jeff) really took priority and finding employment where that was an option was key. Prior to CMP, I was the Catering and Bar Manager at Le Club Calumet. – Nope, I don't know any French, but they didn't mind too much. – I have a passion for photography and enjoying a good campfire with family and friends.

Speeding. What exactly is your hurry?

Find this Op-ed authored by Lauren Stewart, the Director of Maine's Highway Safety Office identifying how the act of speeding is a major contributing factor to fatal crashes not only in 2024, but for the past 5 years. Please share this letter across your communities to draw attention to the concerning increase of fatal crashes across our State and how just slowing down can save lives. A link to the Op-ed can be found [here](#).





ME SADD

Collaborating for Safer Communities: SADD and Law Enforcement

With a focus on promoting safe and healthy choices among youth, Students Against Destructive Decisions (SADD) is making significant strides across Maine, actively engaging with communities through 19 vibrant chapters. SADD values the support of law enforcement to enhance its outreach efforts and continue recruitment initiatives, providing critical resources and expertise that can empower youth and strengthen community safety initiatives. The partnership between SADD and law enforcement in Maine is vital for creating a supportive environment for youth. By working together, both can enhance their efforts to promote safe and healthy choices.

Mutual Support Strategies:

- ♦ **Information Sharing:** Law enforcement can provide valuable data on local trends related to substance abuse and safety issues, helping SADD tailor its educational programs to address community needs.
- ♦ **Joint Events:** SADD and law enforcement can co-host community outreach events, such as safety fairs or informational seminars, where they both engage with families, share resources, and build trust.
- ♦ **Resource Development:** Law enforcement can collaborate with SADD to create materials focused on the legal consequences of destructive decisions, amplifying the message within schools and communities.
- ♦ **Youth Programs:** Law enforcement can assist in developing youth engagement programs that promote leadership and responsibility, offering

mentorship opportunities that resonate with students.

By leveraging each other's strengths, SADD and law enforcement can work hand in hand to foster safer, more informed communities across Maine. Please do not hesitate to reach out to me if you think there are spaces where SADD should be present for recruitment, information sharing, and programming. If you have ideas about safety topics that would benefit youth, I am more than happy to connect with you and to work with my team to translate your concerns into National SADD material that we can share with our chapters across the United States and abroad.

To learn more about SADD or to collaborate, Blossom can be reached at bthao@sadd.org or 770-687-1881.



Figure 1: Lisbon Rule The Road Event (SADD, MADD, LISBON PD, LISBON EMS, CHOICES MATTER, LORE MOTORCYCLE EDUCATION, MBHS)

TSRP Talk: Current Activities

OUI Guide 4th Edition:

We have edited, updated, and amended the Maine OUI Guide into its 4th edition. These edits included adding new Cases, reworked several sections, added a section on the Good Samaritan law specific to not applying, reporting OUIs for medical people and HIPAA. Director Ireland and his staff from the BMV OUI Section assisted with amending the section on administrative suspensions. This new 4th edition is planning to be printed in handbook format for future distribution. The weblink can be found here [The Maine OUI Guide](#).

Cannabis Use Violations:

We've received great feedback from the Law Enforcement community on the usefulness of our chart. Having all the information in one quick reference place strengthens both education and enforcement efforts. Plans are underway to have this quick reference guide printed and laminated for easier field access. [Cannabis Use Violations Chart](#).

Cannabis Hospitality Committee:

Scot Mattox sat as an ex-officio member of this committee through 4, 3-hour sessions discussing the possibility of licensing Cannabis Hospitality facilities licensed through Maine Office of Cannabis Policy. Scot presented for 45 minutes at the last meeting on Cannabis and Traffic Safety Concerns. https://www.youtube.com/watch?v=aJ_Pma7dzSQ.

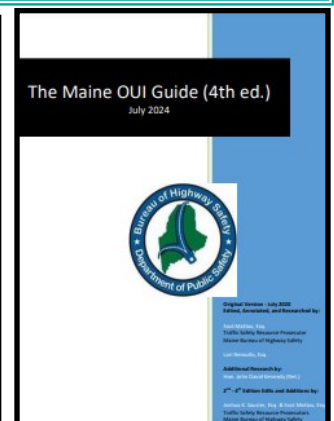
Impaired Driving Training Week:

A partnership between Dirigo Safety, MeBHS, MCJA, & OCP is pleased to offer a week long impaired driving investigation school the first week of December at Dirigo Safety in Auburn. This training will include OUI refresher, ARIDE, and a Cannabis Green Lab training day. Look for our flyer on Page 8!

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Both the SFST pocket guide and the Maine OUI guide can be obtained for your Agency by reaching out to your LEL's. The Maine OUI guide (4th edition) can be found electronically [here](#).



TSRP Talk Cont.

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Professional assistance with OUI Cases:

Your TSRP's, Scot Mattox and Josh Saucier are here to help with questions/concerns/challenges in traffic safety cases, especially those involving impairment. They average 15-30 calls per month with both law enforcement and prosecutors. Both Scot and Josh are passionate about impairment education in our State and welcome your calls.



DIRIGO SAFETY, LLC

To: All of Maine Law Enforcement

From: Dirigo Safety, LLC

Subject: * *Special Training Announcement: [Impaired Driving Investigation Week in December](#). **

Date: September 16, 2024

In collaboration with the Maine Bureau of Highway Safety, the Criminal Justice Academy, and the Office of Cannabis Policy, Dirigo Safety, LLC is hosting a comprehensive weeklong impaired driving investigation training. This training will cover everything from the traffic stop to courtroom testimony, and it is open to Maine law enforcement or prosecutors. Participants may attend any or all sessions. Attendees are given a printed copy of the Maine OUI Guide. There is no cost for any of the training or the materials provided.

Training Schedule:

Day One: The Fundamentals of OUI Investigations

Date: Monday, December 3

Overview: This session will cover the essentials of OUI Law, traffic stops, fatal crash investigations, roadside interviews, Standardized Field Sobriety Tests (SFSTs), arrests, and an introduction to chemical testing.

Day Two and Three: Advanced Roadside Impaired Driving Enforcement (ARIDE)

Dates: Tuesday, December 4, and Wednesday, December 5

Overview: ARIDE is designed to enhance officers' skills in detecting, apprehending, testing, and prosecuting impaired drivers. The course integrates elements of both the SFST and DRE curriculum but does not certify attendees as DREs. Proficiency in SFST, particularly Horizontal Gaze Nystagmus (HGN) procedures, is required. Registration for this class is through MCJA.

Day Four: Green Lab - Cannabis Impairment Detection Training

Date: Thursday, December 6

Overview: This session will provide the latest techniques for investigating cannabis-impaired driving. It includes an enhanced SFST protocol for detecting cannabis impairment and a hands-on green lab with cannabis-dosed volunteers.

Day Five: OUI: After the Arrest

Date: Friday, December 7

Overview: This course prepares officers and prosecutors for court proceedings related to OUI cases. Topics include chemical testing, report writing, direct testimony, cross-examination, witness preparation, admissibility issues, and an officer's perspective on OUI testimony.

Don't miss this opportunity to enhance your skills and knowledge in impaired driving enforcement. *Registration information will be provided soon.* We look forward to your participation!

www.dirgiosafety.com

95 Main Street Suite 3, Auburn ME, 04210

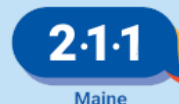
(207) 200-1112

TSRP contacts
can be found
[Here.](#)

Community Resource Page



Help Me Grow
Maine



A Solution to Help Young Children Shine



Help Me Grow is a central access point designed to connect families to information and services about child development and community resources.

In partnership with 211 Maine caregivers and providers can contact Help Me Grow for additional support. Help Me Grow will listen, link families to services, and provide follow-up to both caregivers and referral sources.

How It Works:

Eligibility

We are available at no cost to all Maine children, birth to eight, and their families/caregivers. Parents can also call for assistance during pregnancy.

Centralized Access Point

We assist caregivers and child health providers in connecting children to the grid of existing community and State resources that can help them thrive, through a "warm hand-off" from families to resources.

Resources

We help support a network of connected service providers, that can effectively serve families in Maine who have a variety of needs.

Developmental Screening

We promote working with families to recognize developmental milestones and utilize the Ages & Stages Questionnaires® (ASQ) to assess development. If concerns are identified in the screening process, we work with families to connect to early intervention professionals for further assessment.

Consider Referring A Family When:

- You are unsure what services a family might be eligible for, but know they need support.
- A family needs additional support navigating next steps in accessing resources (CDS, WIC, etc.).
- A screening needs to be completed, or family needs support completing an online ASQ®.



Scan QR Code to the right to learn more



Non-Discrimination Notice

The Department of Health and Human Services does not discriminate.

**CHOICES
MATTER.**



Hillari Morgan

Director of Youth Programs | CHOICES MATTER

- 207.356.5095
- hillari@allianceIMS.com
- www.choicesmatter.com
- 2525 Perimeter Place Dr. Suite 136 Nashville, TN 37214

About Maine

In partnership with the Maine Bureau of Highway Safety, Choices Matter is a life changing in-school program using personal stories and interactive materials to inspire students to make the right choices both behind the wheel and in life. Please contact Hillari Morgan for more information.

October is National Pedestrian Safety Month: Safer Drivers Save Lives

October is National Pedestrian Safety Month. To celebrate this safety awareness month, the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) is urging drivers to slow down and be alert for pedestrians. Walking should always be an easy and safe option for getting around any community.

Unfortunately, in 2022 there were 7,522 pedestrians killed in traffic crashes, a 0.7-percent increase from the 7,470 pedestrian fatalities in 2021. It is the highest since 1981 when 7,837 pedestrians died in traffic crashes. In 2022 there were an estimated 67,336 pedestrians injured in traffic crashes, an 11-percent increase from 60,579 pedestrians injured in 2021. On average, a pedestrian was killed every 70 minutes and injured every 8 minutes in traffic crashes in 2022. In fact, pedestrian deaths accounted for 18% of all traffic fatalities and 3% of all people injured in traffic crashes in 2022.

The personal, physical, and environmental benefits of walking can lead to safer, healthier, and cleaner streets. Walking can also improve local economies and enhance social and community engagement, which can lead to more vibrant, resilient, and livable spaces.



For many Americans, Halloween is the highlight of October. Drivers should be aware that on Halloween evening, there will likely be more pedestrians on the roads and in unexpected places. Families will be trick-or-treating with smaller children who may be unaware of surrounding traffic and quick to dart into the street. Remember: Slower speeds save lives. NHTSA encourages local communities to schedule safety events and corresponding messages about the importance of safe road use when driving around pedestrians.

Everyone shares in the responsibility for road safety. NHTSA urges communities to adopt the [Safe System Approach](#), which is a comprehensive plan that helps prevent crashes from happening and minimizes the injury to those involved in crashes that do occur. Ultimately, it's about making communities safer for everyone. The plan has five objectives:

Safer People: Encourage safe, responsible behavior by people who use roads, and create conditions that prioritize their ability to reach their destination unharmed.

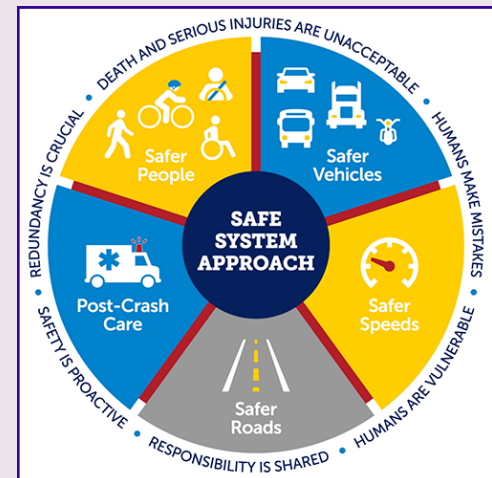
Safer Speeds: Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, appropriate speed-limit setting, targeted education, outreach campaigns, and enforcement.

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Safer Roads: Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.

Safer Vehicles: Expand the availability of vehicle technology that helps to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.

Post-Crash Care: Enhance the survivability of people in crashes through expedient access to emergency medical care. Create a safer working environment for first responders and prevent crashes through traffic incident management practices.



Walking is one of the best things you can do for both your mental and physical health, and also for the environment. We want to help ensure that our pedestrians are safe on the sidewalks, crossing the street — anywhere that people walk, bike, or roll they should be able to do so without fear or stress. We urge drivers to take the time to look out for pedestrians, slow down, and incorporate pedestrian awareness into their driving routines.

Just the facts:

- On average, a pedestrian was killed every 70 minutes and injured every 8 minutes in traffic crashes in 2022.
- Pedestrian deaths accounted for 18% of all traffic fatalities in 2022 and 3% of all people injured in traffic crashes in 2022.
- In 2022, there were an estimated 67,336 pedestrians injured, an 11% increase from the 60,579 pedestrians injured in 2021.
- In 2022, the number of pedestrians killed in traffic crashes was the highest since 1981.
- Sixteen percent of the pedestrian fatalities occurred at intersections, 75% occurred at locations that were not intersections, and the remaining 9% occurred at other locations in 2022.
- More pedestrian fatalities occurred in the dark (78%) than in daylight (19%), dusk (2%), and dawn (2%) in 2022.
- Alcohol use is a significant factor in fatal crashes. In 2022, 48% of all crashes resulting in pedestrian fatalities involved either a driver and/or pedestrian with a blood alcohol content (BAC) of .08 or higher.
- Seventeen percent of the children 14 and younger killed in traffic crashes in 2022 were pedestrians.
- Research shows that the average risk of death for a pedestrian reaches 10% at an impact speed of 23 mph, 25% at 32 mph, 50% at 42 mph, 75% at 50 mph and 90% at 58 mph.
- Seventy percent of the pedestrians killed in traffic crashes in 2022 were males.
- More pedestrian fatalities occurred in urban areas (85%) than rural areas (15%) in 2022.

National School Bus Safety Week Is October 21 -25

Urge Drivers to Stop Illegal School Bus Passing

National School Bus Safety Week is October 21-25, 2024. The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) is urging drivers to slow down and be aware of school buses in their communities. Although school buses are one of the safest modes of transportation, injuries and fatalities do occur outside of or near the buses. Most often, these tragedies occur because a motorist has failed to slow down and obey the bus's stop sign, or to follow local traffic laws. Nationally, school bus passing is illegal and it is a deadly risk to bus riders and their caretakers. Drivers should always come to a complete stop when a school bus stop-arm is extended and the red lights are flashing.



From 2013 to 2022, there were 1.5 times more fatalities among pedestrians (169) than occupants of school buses (111) in school-bus-related crashes. A total of 111 school-age children (18 and younger) died in school-bus-related crashes during that period, either as occupants of school buses or other vehicles, or on foot or bike. Of the 111 deaths, 25 were children who were walking. From 2000-2022, there were 55 fatalities in crashes that involved a driver illegally passing a stopped school bus. Almost half of those fatalities (25) were pedestrians who were 18 years old or younger.

When a school bus's red lights are flashing and the stop-arm is extended, drivers must slow down and come to a complete stop. This is not a suggestion — it's the law. In fact, yellow flashing lights indicate the bus is preparing to stop to load or unload children. This is when motorists should begin to slow down and prepare to stop their vehicles. Motorists may begin moving **only** when the red flashing lights are turned off, the stop-arm is withdrawn, and the bus begins to move. School bus riders and their caretakers are relying on drivers to follow the law to keep them safe.



Respect the "Danger Zone"

The school bus loading and unloading area is called the "Danger Zone." Specifically, this is any side of the bus where the bus driver can't see the child and, therefore, the child is in the most danger. These areas include:

- 10 feet in front of the bus, where the driver may be sitting too high to see a child
- 10 feet on either side of the bus, where a child may be in the driver's blind spots
- Behind the school bus

For more information about school bus stop safety, please visit <https://www.nhtsa.gov/road-safety/school-bus-safety#the-topic-bus-stop-safety>.