Aggressive Driving

According to the National Highway Traffic Safety Administration “speeding was the leading driving behavior associated with fatal crashes in 2014. Speeding was a factor for 18.8 percent of drivers and motorcyclists who were involved in fatal crashes, followed by driving under the influence (12.3 percent), according to an analysis by NHTSA”.

When you mentally picture an aggressive driver what comes to mind? Looking at articles and countermeasures I quickly realized we should be envisioning almost everyone. There are your typical inconsiderate and rude drivers who are just bullies on the road but a far greater number of aggressive drivers don’t fit into this stereotype.

In Maine we have no traffic infraction or criminal offense labeled Aggressive Driving. The definition is too broad. We have to look at specific driving actions and recognize them as signs of aggressive driving habits. Traffic infractions like speed, red light violations, even tailgating are signs that the driver may have aggressive tendencies. How many times have we driven our POV and had a car tailgate so close you can’t see their grill? We know 29A 2066 reads “An operator of a vehicle may not follow another vehicle more closely than is reasonable and prudent, having due regard for the speed of the vehicles, the traffic and the condition of the way.” Stop that tailgater. That’s how you change driving habits and curb the aggressive drivers. Consider stopping distances when writing the summons.

Through this newsletter you’ll find additional information, statistics and graphs about aggressive driving, with emphasis on following too closely. Please take the time to look at the information and consider what is important to you. If the NHTSA stat is correct, that 18.8% of the fatal crashes are speed related (not just to the speeder!), then do your part to slow everyone down. Get the blue lights going. You decide - do you prefer traffic enforcement or crash reports? TJR

The words, “aggressive driving,” emerged during the 1990s as a label for a category of dangerous on-the-road behaviors. The category comprises following too closely, driving at excessive speeds, weaving through traffic, and running stop lights and signs, among other acts. Aggressive driving occasionally escalates to gesturing in anger or yelling at another motorist, confrontation, physical assault, and even murder; “Road Rage” is the label that emerged to describe the angry and violent behaviors at the extreme of the aggressive driving continuum. NHTSA defines aggressive driving as, “The operation of a motor vehicle in a manner that endangers or is likely to endanger persons or property.” An important distinction is that aggressive driving is a traffic violation, while road rage, aside from the yelling and gesticulating, is a criminal offense. Read the article
What Contributes to Aggressive Driving?
Over a seven year period, 218 murders and 12,610 injuries were attributed to road rage. (NHTSA)

What factors contribute to aggressive drivers’ behavior?
Take 60 seconds to list all reasons you can think of for a driver to behave aggressively.

The National Safety Council identifies three factors contributing to aggressive driving behavior on Texas roads.

ONE: Lack of responsible driving behavior.
On the road, the focus often is on individual rights and freedom, not on responsibility to other people with whom we share the road.

TWO: Reduced levels of enforcement.
During tougher economic times many jurisdictions tend to cut back on traffic enforcement due to budget constraints.

THREE: More travel and congestion, especially in urban areas.
From 1987 through 2012, the number of miles driven in the United States has increased by 53%, while the number of miles of available roads has increased only by 5%. Some motorists find themselves responding to the frustrations of driving in high-density traffic areas by acting aggressively.

Tip Sheet: When Confronted by Aggressive Drivers

When confronted by aggressive drivers…

First and foremost make every attempt to get out of their way.

Put your pride in the back seat. Do not challenge them by speeding up or attempting to hold-your-own in your travel lane.

Wear your seatbelt. It will hold you in your seat and behind the wheel in case you need to make an abrupt driving maneuver, and it will protect you in a crash.

Avoid eye contact.

Ignore gestures and refuse to return them.

Report aggressive drivers to the appropriate authorities by providing a vehicle description, license number, location, and if possible, direction of travel. Obviously, only do this if you can do it safely while pulled over, or ask a passenger in your car to make the call. Many states or cities have special numbers to call for roadway emergencies (e.g. 9-1-1 or #77).

If an aggressive driver is involved in a crash, stop a safe distance from the crash scene, wait for the police to arrive and report the driving behavior that you witnessed.
20,789 Officers currently on the Memorial
- Firearms-related deaths: 11,481 (55%)
- Traffic-related deaths: 5,937 (29%)
- Other causes: 3,371 (16%)

NLEOMF.ORG

Acute Sleep Deprivation and Risk of Motor Vehicle Crash Involvement

The AAA Foundation for Traffic Safety has released a report that quantifies the relationship between the number of hours that a driver had slept in the past 24 hours and the risk of crash involvement. The results of this study indicate that drivers who usually sleep for fewer than 5 hours daily, drivers who have slept fewer than 7 hours in the past 24 hours, and drivers who have slept for 1 or more hours less than their usual amount of sleep in the past 24 hours have significantly elevated crash rates.

Read more >>

How to Recognize Aggressive Driving

What is Aggressive Driving?

In 60 seconds, list as many driving behaviors as you can that you would consider “aggressive”. Maybe you even encountered some while driving today!

How many of the following behaviors match your list?

Aggressive driving behaviors can include:
- Speeding
- Drag racing on public streets
- Frequent and unnecessary lane changes
- Tailgating
- Running red or yellow lights
- Cutting off other drivers
- Angry gesturing or yelling at other drivers
- Ignoring posted traffic signs or barriers, such as yield signs or lowered railway crossing gates

While all of these are dangerous behaviors, which one has NHTSA called “one of the most dangerous forms of aggressive driving”?

Answer: Running a red light.

http://txdrivingconcern.org/topics/aggressive-driver/

Need Maine facts? Check out the new 2016 Highway Safety Facts booklet!! themtsc.org

Welcome
Ryan Reardon
to Maine Bureau of Highway Safety

Ryan comes to us with 22 years of LE experience in all aspects of police work and administration. Ryan was a Drug Recognition Expert and has been active in many aspects of impaired driving enforcement and programs. Ryan lives in Oakland with his wife, Kathleen of 19 years and their three children, Grady (15), Laney (11) and Liam (10). Ryan enjoys coaching, hunting, fishing and the outdoors. Ryan is a Registered Maine Hunting Guide specializing in bear and moose hunts.
Seat Belt Use in 2016 – Overall Results

(DOT HS 812 351) – Seat belt use in the United States has reached its highest level since the federal government began regular national surveys in 1994. NHTSA

New report highlights most dangerous US cities for pedestrians

A new report highlights the most dangerous metropolitan areas in the USA for walking, and calls for policymakers at local, state and national levels to take action to protect pedestrians from being struck and killed by cars. TrafficTechnologyToday

The Cure for Multi-lane Changers!

Aggressive divers often swerve across multiple lanes at once, instead of moving over lane by lane, one at a time. Have you done that when in a rush, or when you realized you’re about to miss an exit? Want to be cured of that habit? Watch this...these two minutes will forever change how you change lanes!
https://www.facebook.com/StanleyRobertsKRON4videos/837957919558435/

Aggressive Driving vs. Road Rage

Is road rage the same thing as aggressive driving?

How do you define the term?

There is a difference.

Aggressive driving is a traffic offense; road rage is a criminal offense.

Road rage is defined as “an assault with a motor vehicle or other dangerous weapon by the operator or passenger(s) of another motor vehicle or an assault precipitated by an incident that occurred on a roadway.” Road rage is characterized by willful and wanton disregard for the safety of others.

The Cure for Multi-lane Changers!

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https://www.facebook.com/StanleyRobertsKRON4videos/837957919558435/

Aggressive Driving Quiz

Opinion surveys show motorists rate aggressive driving as a top threat to highway safety, yet many do not see their own behavior as aggressive.

Are you an aggressive driver? Take this quiz to find out.
https://www.aaafoundation.org/are-you-aggressive-driver

What was your score?

What Contributes to Aggressive Driving?

Over a seven year period, 218 murders and 12,610 injuries were attributed to road rage. (NHTSA)
Connecticut Police Seize 55 Pounds Of Fentanyl Worth $1.5 Million In Traffic Stop.

The AP (12/21) reports that police officers in Derby, Connecticut seized 55 pounds of fentanyl from a tractor trailer during a traffic stop. The “potent prescription painkiller” has street value of about $1.5 million. The driver was taken into custody and turned over to the Drug Enforcement Administration.

Overview of Major Issues Regarding the Impacts of Alcohol and Marijuana on Driving [AAA]

Advancing Drugged Driving Data at the State Level: Synthesis of Barriers and Expert Panel Recommendations [AAA]

Cannabis Use among Drivers Suspected of Driving Under the Influence or Involved in Collisions: Analysis of Washington State Patrol Data [AAA]

An Evaluation of Data from Drivers Arrested for Driving Under the Influence in Relation to Per se Limits for Cannabis [AAA]

Prevalence of Marijuana Involvement in Fatal Crashes: Washington, 2010-2014 [AAA]

Driving Under the Influence of Alcohol and Marijuana: Beliefs and Behaviors, United States, 2013-2015 [AAA]

From our Partners at AAA. They’re more than just a travel agency. The AAA Foundation for Traffic Safety was founded in 1947 by AAA to conduct research to address growing highway safety issues. The organization’s mission is to identify traffic safety problems, foster research that seeks solutions and disseminate information and educational materials.

### Crash Year | Statewide-ALL Crashes | Statewide-ALL Fatalities | Motorcy- cycle Crash- es | Motorcy- cycle Fatal Crashes | Motorcycle Fatalities
--- | --- | --- | --- | --- | ---
2001 | 37472 | 192 | 481 | 14 | 14
2002 | 36737 | 216 | 467 | 13 | 13
2003 | 35211 | 207 | 463 | 20 | 20
2004 | 35014 | 194 | 518 | 22 | 22
2005 | 35048 | 169 | 578 | 15 | 15
2006 | 32067 | 188 | 569 | 23 | 26
2007 | 33388 | 183 | 649 | 21 | 21
2008 | 31780 | 155 | 644 | 18 | 18
2009 | 28969 | 159 | 590 | 24 | 24
2010 | 27888 | 161 | 570 | 19 | 19
2011 | 28654 | 136 | 582 | 15 | 15
2012 | 28522 | 164 | 608 | 24 | 24
2013 | 30509 | 145 | 558 | 11 | 11
2014 | 31879 | 131 | 575 | 10 | 10
2015 | 32807 | 156 | 613 | 31 | 32
Total | 485945 | 2556 | 8465 | 280 | 284

NSDUH: Cocaine use increases among young adults

Cocaine use increased among young adults on a national level and at state-level in 16 U.S. states, according to a recent report from the Substance Abuse and Mental Health Services Administration. Healio.com

NHTSA - Impaired Driving Update and New Publications

MeBHS
Drivers say alcohol is bigger threat than pot
Marijuana legalization won at state ballot boxes in November amid broader public acceptance of a controlled substance that is still illegal under U.S. law. Although drivers don’t consider marijuana to be quite as risky as alcohol when it comes to impaired driving, those who live in states that allow recreational use are more likely to view it as a highway safety problem than drivers in states without legalized use, a new Institute survey indicates.

Insurance Institute for Highway Safety

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Insurance Institute for Highway Safety

Traffic Deaths Are Rising. These Are America’s Most Deadly States
If you’re planning to take a road trip sometime soon, here’s something to keep in mind: Getting on the road in some states is far more dangerous than in others. Your chances of getting killed in a car crash in Montana, South Carolina or Arizona are two to three times greater than if you were cruising through Massachusetts, Minnesota or Washington DC, the three safest locales.

Read the full article on forbes.com

Oral Fluid Testing for Impaired Driving Enforcement
Please consider reading the attached article discussing Vermont’s foray into oral fluid testing. They do roadside screenings and also collect the confirmation sample for later testing in the laboratory. It is a well written and informative article on the pros and cons of this procedure and I think it merits some attention given the predicted increase in marijuana related OUIs.

PoliceChiefMagazine.org

THE HEALTH EFFECTS OF CANNABIS AND CANNABINOIDS
The National Academy released this comprehensive meta-analysis of scientific studies since 1999 concluding there is substantial evidence of statistical association between cannabis use and increased risk of motor vehicle crashes.

Nationalacademies.org

Ignition Interlock Laws Reduce Alcohol-Involved Fatal Crashes
ESTIMATED 1,250 ALCOHOL-INVOLVED FATAL CRASHES WERE PREVENTED IN 21 STATES WHERE MANDATORY INTERLOCK LAWS HAVE BEEN IMPLEMENTED
State laws requiring ignition interlocks for all drunk driving offenders appear to reduce the number of fatal drunk driving crashes, a new study by the Johns Hopkins Bloomberg School of Public Health and Colorado School of Public Health researchers suggests.  

JohnsHopkins
Date: March 20-21, 2017
Location: Kennebunkport Police Department
Time: 8:30 - 4:30
Fee: Sponsored by the Region 1 Training Council and the Maine Bureau of Highway Safety at no cost to your agency.
Contact: James Lyman 877-8009

Program Description:

The Maine Bureau of Highway Safety and the Maine Criminal Justice Academy are pleased to offer The National Highway Traffic Safety Administrations’ A.R.I.D.E. course. The course provides officers a better understanding of the elements surrounding the enforcement of impaired driver laws. The course is designed to help officers become more proficient at detecting, apprehending, testing and prosecuting impaired drivers. The course includes elements of both the Standardized Field Sobriety Testing (SFST) and Drug Recognition Expert (DRE) curriculum. This course is not intended to certify you as a Drug Recognition Expert, although it is being considered as a prerequisite for future DRE candidates. Attendees must be proficient in the SFST battery with emphasis on HGN procedures.

Prerequisites:

- Full Time Law Enforcement Officer
- Must have completed the SFST program and been deemed proficient by the MCJA.
- Must meet with an instructor prior to the beginning of the class and review your SFST skills at which time the instructor will sign a new proficiency exam sheet. The signed exam sheet is required on the first day of class. Students without the sheet will not participate.

Class Limit: 20 Students (MCJA Registration required)

The A.R.I.D.E. Program may be coming to an area near you.

Recent referendum and legislative work has kicked the MeBHS and the MCJA into an even higher gear to remove the drug and alcohol impaired drivers from the road. Last year we increased the number of ARIDE classes and added venues for classes. We added a complete DRE school with certification in Baltimore Md. We reinvigorated the Law Enforcement Phlebotomy Technician program and we added a Roadside Testing Vehicle, available to any agency that schedules an impaired driving checkpoint or multi agency saturation patrol.

Jim Lyman is still working like a mad man to add four more ARIDE classes before July as well as the DRE class which begins in late February. ARIDE is planned for Brunswick, Searsport, Bangor and Lincoln County.

We have applied for additional grant money so if we are awarded the grant we will be looking for agencies to host a class.
CHEMIST’S CORNER

We are going to contribute a series of columns explaining the steps involved in analyzing urine and blood samples for drugs. This first article will pertain to the initial screening of the samples.

Screening samples is an important part analyzing samples; it provides a way to indicate which drugs may or may not be present. This is a presumptive test because it is possible to get interference from other substances in the sample causing a potential false positive.

There are multiple ways to screen biological samples, including immunoassay, gas chromatography/mass spectrometry (GC/MS) and liquid chromatography/mass spectrometry (LC/MS).

At the Health and Environmental Testing Laboratory, we use immunoassay and GC/MS. The Randox Evidence Investigator is an immunoassay instrument and uses biochip array technology.

The biochip is a multiplex array for the semi-quantitative determination of 20 drug groups from each sample, utilizing an extremely small volume of sample. Some diluent is added to the biochip followed by the sample. Finally an enzyme conjugate is added and the biochip is gently shaken and incubated for thirty minutes.

The analytes in the sample and the enzyme-linked analytes in the conjugate compete to bond to the antibodies. After incubation, the biochips are thoroughly rinsed out and a signal reagent is added. The signal reagent produces light when there are antibodies with which the enzyme-linked analytes are bound. The more of the enzyme present the stronger the light. Another way to say this is that the light produced is inversely proportional to the amount of drug in the sample. This whole process takes a few hours depending on the number of samples.

It provides an idea of what drugs may be present in the samples with a very small amount of sample and in a relatively short amount of time. We screen for the drugs of most concern to us, but there are many other drugs that are not included in this screen. We screen for those by GC/MS which will be described in a subsequent chemist corner.

Steve Pierce and Heather Dyer

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(Copyright ©, Eddie Wren, and Drive and Stay Alive, Inc., 2003 onwards) Read the data
Traffic safety officials regularly warn us of the risks of driving while drunk or distracted. But Americans still need to wake up to the dangers of getting behind the wheel when sleepy, according to a recent study of crash rates.

A report released Tuesday by the AAA Foundation for Traffic Safety suggests that drivers who sleep only five or six hours in a 24-hour period are twice as likely to crash as drivers who get seven hours of sleep or more.

And the less sleep the person behind the wheel gets, the higher the crash rate, according to the findings. For instance, drivers in the study who got only four or five hours of shut-eye had four times the crash rate — close to what's seen among drunken drivers.

"If you have not slept seven or more hours in a given 24-hour period, you really shouldn't be behind the wheel of a car," says Jake Nelson, director of Traffic Safety Advocacy & Research for AAA.

Prior research has shown that about 20 percent of fatal accidents in the U.S. involve a drowsy driver. Last year, a total of 35,092 people died in auto accidents in the U.S, according to data from the National Highway Traffic Safety Administration. This was a 7.2 percent increase in fatal crashes over 2014.

The foundation based its current report on data from the NHTSA's National Motor Vehicle Crash Causation Survey. The data were drawn from police-reported crashes in which at least one vehicle had to be towed away from the accident scene, and/or emergency medical services were summoned. Drivers involved in these crashes were asked to report how much sleep they got in the 24-hour period preceding the crash.

As a nation, we tend to give shut-eye short shrift, many studies find. More than one in three Americans don't get enough sleep on a regular basis, according to an analysis by the Centers for Disease Control and Prevention. In addition to highway accidents, sleep deprivation has been linked to weight gain and depression. Sleep specialists generally recommend that adults get between seven and nine hours of sleep per night.

"Sleep is a bigger priority for me now," says Karen Roberts, a nurse in Cincinnati who fell asleep behind the wheel several years ago after working an overnight shift. She crossed the double line while driving home and caused an accident. Sleep is not a luxury, Roberts now knows. "It's a necessity," she tells Shots.

Roberts says she did consider stopping for a soda or another pick-me-up that night as she was driving home. "I remember feeling so tired," she says. But she was only a few miles from home and convinced herself that she could power through the fatigue.

"It happens in an instant," Roberts says. "I struck someone head on."

Fortunately, the driver in the other car walked away with only minor injuries. Roberts says she recovered from her own injuries but has continued to struggle with health problems related to the crash, including headaches.

Nelson has this tip for drivers: If you're feeling sleepy, stop and take a nap.

"Taking a 10 to 20 minute nap every couple of hours on a long drive has huge safety benefits in terms of your ability to drive without crashing," he says.

It's also possible to catch up on missed sleep — to a point. If you get only five hours of sleep during a night, you can make up the deficit by sleeping two hours during another part of the day.

"As long as you get seven to eight hours of sleep within a 24-hour period before you get behind the wheel of a car," Nelson says, "you're OK."

According to the National Sleep Foundation's 2005 Sleep in America poll, 60% of adult drivers — about 168 million people — say they have driven a vehicle while feeling drowsy in the past year, and more than one-third, (37% or 103 million people), have actually fallen asleep at the wheel! In fact, of those who have nodded off, 13% say they have done so at least once a month. 

Drowsydriving.org
The BREWER POLICE DEPARTMENT is hosting a 2 Day course entitled:

CRIMINAL INTERDICATION

Instructed by Joe Keil

WHEN: May 27th and 28th, 2017
May 27th: 1PM to 9PM
May 28th: 8AM to 4PM

WHERE: Brewer Police Department
151 Parkway South
Brewer, ME 04412

COST: $300.00

To register, contact Deputy Chief Chris Martin at the Brewer Police Department at cmartin@brewermaine.gov

Class size is limited to 25 officers

Course:
Operation R.U.S.H. is a 2 day criminal interdiction course which breaks down traffic stops into segments: Initial violation; Location of stop and stopping sequence; Exterior and interior indicators; Legal options, Roadside interviews; Arrest and documentation. This course also includes practical exercises on vehicle searches where vehicles are set up with indicators and finds. Other topics covered include: Recognizing the drug trafficker; Current drug trends; False ID’s, and K9 deployment. K9 officers are welcome to attend with their partners.

The mission of Operation R.U.S.H. is to train officers to look beyond the traffic stop by recognizing criminal activity. The goal of this class is to employ safe tactics, educate officers on current case law, current drug trends and concealment methods while providing hands-on training.

Looking at the crash data from all crashes 2015 - Rear End / Sideswipes was the highest cause of crash. Tailgating has become so common that I fear it is getting ignored by law enforcement but the data tells us we should be addressing this.
Portland Police Department
Training Division

Training announcement

Course: OUI Investigation and Courtroom Testimony
Location: Portland Police Department
Date: February 13th, 2017
Time: 0800-1600
Cost: Free

This class is a review of the complete OUI investigation process and Courtroom Testimony.

Classroom Topics Include:
• Review of the OUI Law
• Encountering the Impaired Driver
  o Personal Contact
  o SFST Review
  o Re-Interview
  o Arrest Decision
• Chemical Testing
  o Implied Consent
  o Intoxilyzer Issues
  o Blood Testing
• Complications in OUI Investigations
  o Refusal to perform SFSTs
  o Accidents
  o Medical Issues
  o Refusals / Inadmissible BAC tests
  o Drug OUIs
• Report Writing
• Recent OUI Case Law
• OUI Internet Resources

For more information or to register, please contact:
Training Coordinator Bettiann Cotter, Portland PD
Phone: 207-756-8306
Email: eac@portlandmaine.gov

Looking at the crash data from all crashes 2015 - Following too closely is the second leading cause of crashes. You decide - traffic enforcement or crash reports?

Driver Action at Time of Crash