



# THE LEL

Law Enforcement Improving Traffic Safety

January 2019

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## Partners in Traffic Safety: Deepening Law Enforcement/SHSO Relationships

Expert panel members discussing initial project findings at GHSA's 2018 Annual Meeting in Atlanta. From left: Former NHTSA Associate Administrator for Research and Program Development Jeff Michael, Oro Valley (AZ) Police Department Chief Daniel Sharp, Retired Oklahoma County (OK) Sheriff John Whetsel, and Georgia State Patrol Captain Nikki Renfroe.

By Amadie Hart

These relationships start at the top and are nurtured through day-to-day activities of LELs.

STATE HIGHWAY SAFETY OFFICES (SHSOS) AND law enforcement agencies represent two of the “4 Es” of highway safety (engineering, education, enforcement, and emergency medical services) and strong partnerships between the two entities are critical to making the roads safer for all users.

These relationships start at the top—between SHSO executives and law enforcement leadership—and are nurtured through day-to-day activities of Law Enforcement Liaisons (LELs). LELs play a significant role in building relationships and influencing action.

Traffic fatalities have increased in recent years as enforcement efforts have decreased, and observers believe the two factors may be correlated. Complicating the situation are the challenges faced by law enforcement from competing priorities, budgetary concerns, and reductions in staffing.

In 2016 and 2017, the National Highway Traffic Safety Administration (NHTSA) conducted a series of law enforcement partnership forums with the goal of identifying “common challenges to, and potential solutions for consistent, efficient and effective traffic safety services.” The reso-

# Partners in Traffic Safety: Deepening Law Enforcement/SHSO Relationships

**The focus is to reduce or remove identified obstacles and increase sustained engagement in traffic safety enforcement and relationship management.**

\* Non-financial support and recognition includes small gestures, such as sending thank you notes or attending officer funerals, as well as larger commitments, such as networking with officers at state Chiefs' and Sheriffs' associations or asking them to participate on working groups or committees.

nating theme of each centered on *Leadership, Resources and Operational Deployment*. (For more on these findings, [watch the recording of our January 2017 LEL webinar](#)).

The Governors Highway Safety Association (GHSA) recognized the need for action and, in the fall of 2017, embarked on a project under a contract with NHTSA to strengthen relationships between SHSOs and law enforcement agencies. The focus is to reduce or remove identified obstacles and increase sustained engagement in traffic safety enforcement and relationship management. Phase one involved a pair of meetings designed to pinpoint needs and tactics for establishing and nurturing relationships.

The key to successful partnerships between SHSOs and law enforcement is building trust, respect, and transparency, as well as maintaining relationships that are of mutual benefit to the parties. This means going beyond the traditional funder/grantee roles and providing non-financial support and recognition\* to broaden the relationship beyond the traffic safety connection.

Over the next nine months, GHSA will release a variety of tools and resources for SHSOs, LELs, traffic safety advocates, and law enforcement officers to help facilitate engagement in this critical public safety arena. The expected outcome is that these important players will leverage

the benefits of partnership to create a new, positive culture of traffic safety among states, communities and law enforcement agencies throughout the nation.

*Amadie Hart is a Communications and Events Consultant with the Governors Highway Safety Association.*



## Partnering to Encourage Vehicle Recall Awareness

By Amadie Hart

A pilot project is underway in Texas to provide law enforcement with resources that will not only help spur positive interactions between law enforcement officers and their communities, but also make the roads safer by increasing awareness of open vehicle recalls.

**Check To Protect®** is a national campaign led by the National Safety Council and Fiat Chrysler Automobiles encouraging drivers to check for open safety recalls on their vehicles and, if identified, to have those issues fixed as quickly as possible. Eighteen partners are helping spread the message to their constituents. GHSA began working with Check To Protect in the fall of 2018 to develop a toolkit that law enforcement agencies can

use in their communities to help vehicle owners discover the recall status of their cars.

Working with the Texas Department of Transportation (TxDOT), the first set of toolkits were distributed to 42 law enforcement agencies across the state. Feedback from participating agencies will be used to guide enhancements to the toolkit and future rollouts to additional states in the spring and summer of 2019.

By providing resources that allow law enforcement officers to spread a traffic safety message through positive interactions, TxDOT is helping law enforcement agencies enhance their community policing activities and gain support. A win-win for all!

Vernon Betkey  
PROGRAM MANAGER



# A Training Opportunity

**The LEL Professional Development course provides the core knowledge and skills that LELs need to be effective in their jobs and develop their capacity to become leaders.**

## ARE YOU A MANAGER OR ARE you a leader?

Managers interact with or control the activities of agencies, organizations or people, whereas leaders influence and motivate others. If you are an LEL, chances are that you have heard me or Wil Price talk about the importance of LELs being able to influence action in their role as highway safety leaders and champions.

That influence is a result of effective communication, relationship-building, personal integrity, innovation and awareness. The LEL Professional Development course, presented through the Transportation Safety Institute (TSI), touches on all of these important traits. The course provides the core knowledge and skills that LELs need to be effective in their jobs and develop their capacity to become leaders.

No matter how long we have been engaged in the business of highway safety or how much training we have received, it is always good to take advantage of new learning opportunities. Leadership education is an essential element of professional development, and in cooperation with TSI, GHSA and NHTSA are offering an additional opportunity for LELs to enhance their ability to influence action. This special leadership training

will take place during the LEL Networking/Training Session on Saturday, March 30, in conjunction with the **2019 Lifesavers National Conference on Highway Safety Priorities** taking place in Louisville, Kentucky.

The training will be presented by Troy Jackson, Ph.D., who serves as the Program Manager for Highway Traffic Safety at TSI. The training is grounded in the widely-read book, *The Leadership Challenge*, co-authored by Jim Kouzes and Barry Posner. Dr. Jackson will show how everyday leaders mobilize others to do extraordinary things, using the book's The Five Practices of Exemplary Leadership® model. Participants will learn best practices that leaders use to transform values into actions, visions into realities, obstacles into innovations, separateness into solidarity, and risks into rewards. We hope to show that each of us can be a leader—if only we take the opportunities we are provided.

LELs are encouraged to participate in this interesting and valuable training. If you are interested in attending, please contact me at [vbetkey@ghsa.org](mailto:vbetkey@ghsa.org). You will not be disappointed!



**The LEL is published by the National Law Enforcement Liaison Program, a project of the Governors Highway Safety Association, funded by the National Highway Traffic Safety Administration.**

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# Best Practices

The Below 100 tenets and a fallen officer memorial were among the messages displayed at the New York symposium.



## Symposium Examines Below 100 Best Practices

By Anthony D'Agostino

THE NEW YORK STATE GOVERNOR'S Traffic Safety Committee (GTSC) hosted a Below 100 Best Practices Symposium for law enforcement officers in Syracuse, NY on October 30-31. This was only the third symposium of its kind held in the country.

Participants heard about program development and implementation from a wide range of speakers. Gordon Graham, founder of Lexipol and renowned risk management expert, kicked off the symposium by delivering a keynote challenge to attendees. Below 100 founder Dale Stock-

ton discussed the program's tenets. Two award-winning law enforcement leaders who have dramatically improved safety within their organizations with programs built on a foundation of Below 100 provided in-depth looks at their successful efforts: Undersheriff Rob Beidler of the Snohomish County (WA) Sheriff's Office and Chief Dan Harris of the U.S. Border Patrol.

At the end of the symposium, Below 100 Core Instructor Collin Davis of the New York State Police led the group in a facilitated workshop during which participants crafted an action plan to bring back to their agencies.

The 50 attendees spanned all levels of law enforcement from

local, county, and state agencies; the ranks ran from patrol officers and deputies to chiefs and a deputy commissioner. Also in attendance were John Marshall, Director of Safety Programs at NHTSA; James Allen, Director of GTSC; a representative from the Calgary Police Services in Canada; and representatives of U.S. Customs and Border Protection.

Participant feedback was excellent and the one-month follow-up was even more promising; numerous agencies have contacted GTSC and requested to host the Below 100 Intensive and Instructor courses. One participant whose agency lacks an officer seat belt policy is working hard to change that. Another began reviewing policies and officers' actions at his agency to see how he can implement the Below 100 tenets. Yet another is trying to get Below 100 training inserted into a Field Training Officer program and have officer safety messaging placed on mobile data terminals.

The Below 100 Best Practices Symposium in Syracuse was an enormous success, resulting from collaboration between people across the nation who share a common goal: to save lives.

*Anthony D'Agostino is an LEL with the New York State Governor's Traffic Safety Committee.*

# Best Practices

## Rhode Island Plans New Twist to the Citizen Academy Model

By Chief (Retired)  
Richard Sullivan

**CITIZENS' POLICE ACADEMIES** are programs designed to build stronger connections between law enforcement agencies and the communities they serve and are sponsored by law enforcement agencies across the country. Police officers invite members of their community to an eight- to 10-week training program during which participants learn what police officers do and how they are trained to handle specific safety challenges.

The Office of Highway Safety at the Rhode Island Department of Transportation is currently in the final stages of creating a community training program that is similarly structured but is entirely focused on traffic safety. Although the format follows that of a typical multi-discipline Citizens' Academy, this new program will provide a comprehensive education and outreach effort around the major highway safety emphasis areas supporting the statewide goals of Rhode Island's Strategic Highway Safety Plan.

Occupant protection, impaired driving, distracted driving, older drivers, drowsy driving, and underage drinking are among the topics that will be covered during the eight-week program. Community attendees will also learn about motorcycle, bicycle and pedestrian safety. In addition to covering the 4 Es of highway safety, a fifth, Evalu-

ation by an independent contractor, will be included.

To learn more about this program, contact Rick Sullivan at [richard.sullivan@risp.gov](mailto:richard.sullivan@risp.gov) or (401) 722-5808.

*Chief (Retired) Richard Sullivan is the Rhode Island LEL.*

## Railways and Situational Awareness

By Amadie Hart

**LAST MONTH, THE ASSOCIATION** of American Railroads' Railway Alert Network (RAN) sent out a message highlighting the importance of situational awareness for law enforcement officers conducting operations on or near rail crossings and railroad tracks. This was prompted by the death of two Chicago police officers who were struck by a commuter rail train while pursuing a suspected shooter.

In response, RAN's message highlights safety guidelines for local, state, and federal law enforcement officers working near train operations or railroad infrastructure. These include:

- Always expect a train or other railroad equipment to be moving from either direction on any track, at any time.
- Identify the railroads that operate and maintain infrastructure in your jurisdiction or area of operations.
- Coordinate with railroads that operate in your department's

jurisdiction or areas of responsibility in advance.

- Communication is critical—when approaching railroad tracks, bridges, tunnels, or other infrastructure, before entering these areas, notify the railroad that owns or operates on that track.
- Understand how to identify and report a location on a railroad property to the police dispatcher so that (s)he can notify the railroad.
- Do not park police or other emergency response vehicles on or close to railroad tracks.
- Look in both directions when approaching and accessing tracks.
- Never step or walk on the rails.
- Maintain visibility when on railroad track through use of flashlights or reflective vests.
- Integrate training on safety awareness, train operations, railroad infrastructure, and notification procedures for safe access into law enforcement officer training and into roll call or pre-shift briefings.
- Notify the railroad when police activity has ended to enable resumption of safe train operations in the area.

The [full RAN message](#) includes links to resources and training materials and is available for download from the NLELP website. RAN encourages wide dissemination of the message to law enforcement agencies and organizations.



# First Person

**While firearms-related fatalities tend to draw more public attention, gunfire deaths in 2018 were only slightly higher than the number of traffic-related fatalities, and four of those occurred during traffic stops.**

## Some Things Bear Repeating

By Wil Price

### “IT BEARS REPEATING.”

It is a phrase we have all heard that is used to emphasize a point and also meant to draw attention to what follows because it is so important that restating it is necessary. And so, my friends, as we head into a new year, it bears repeating that it is critical for LELs to take a leadership role to reduce the number of line-of-duty deaths resulting from traffic related incidents.

In 2018, 145 law enforcement officers were lost in the line of duty [according to the National Law Enforcement Officers Memorial Fund](#) (NLEOMF); 50 law enforcement officers died in traffic-related incidents. Thirty-two of those men and women died in traffic crashes, half of which were single vehicle crashes. Another 14 were killed in “struck-by” incidents, and the remaining four were motorcycle crashes. (See our Partner Spotlight on [page 9](#) for more from NLEOMF.)

While firearms-related fatalities tend to draw more public attention, gunfire deaths in 2018 were only slightly higher than the number of traffic-related fatalities, and four of those occurred during traffic stops. Unhappily, traffic-related line-of-duty deaths remain a leading cause of the losses suffered in 2018—a year in which fatalities increased in all categories NLEOMF tracks and in which the total number of law enforcement officers lost in the line of duty increased 12 percent.

It bears repeating: we have a responsibility to do everything in our power to help

protect the people we ask to do the difficult and often dangerous work of protecting the public and improving traffic safety. We can do this by reminding our law enforcement friends to wear their seat belt, operate their vehicles in the safest way possible, not engage in distracted driving, and practice good safety habits at roadside.

We should be reminding them at every opportunity that their most important task is to go home in one piece at the end of their shift. Other excellent ways to get this message across is by engaging with state Chiefs' and Sheriffs' associations to advance good safety practices supported by meaningful policy and by providing support for training like Below 100. Your presence and visibility on the issue of officer safety is critical to reinforce the importance of this message. Perhaps most important is demonstrating an unwillingness to accept excuses and justification for not wearing a seat belt.

It bears repeating, because each one of those 145 men and women lost in the line of duty last year reflect unacceptable losses to a family, agency and community that can never be recovered and we are obliged to do everything in our power to prevent it from continuing.

*Wil Price serves in the Enforcement and Justice Services Division at NHTSA and is NHTSA's manager of the National Law Enforcement Liaison Program.*

# Regional Spot light

**With all five of the Region 1 states having either legalized recreational and/or medical marijuana, it was important to discuss strategies to deal with marijuana users on the roadways, as well as the prevalent opioid epidemic.**

## **Region 1 Hosts Dialogue on Drug-Impaired Driving**

**By Ted Minall**

**ON NOVEMBER 15, MORE THAN 75** traffic safety advocates, policy-makers and law enforcement leaders from the five Region 1 states, (Maine, Massachusetts, New Hampshire, Rhode Island and Vermont) participated in a roundtable discussion, "Ideas to Impact: A Dialogue to Address Drug-Impaired Driving with Deputy Administrator Heidi King."

NHTSA Region 1 Administrator Art Kinsman welcomed NHTSA Deputy Administrator Heidi King to the roundtable meeting, which was held in Boston, Massachusetts. The facilitated discussion format led to spirited dialogue with an eye toward identifying problems and actionable solutions.

The first session, led by Massachusetts Highway Safety Division Director Jeff Larason, focused on "Awareness," with a look at public attitudes and understand-



**NHTSA Deputy Administrator, Heidi King responds to a question from the audience.**

ing about drug-impaired driving. Participants discussed how to create and deliver the most effective, informative and penetrating messages.

The "Enforcement" session, led by Massachusetts' Municipal Police Training Committee and Captain William Haynes, Highway Safety Commander for the New Hampshire Office of Highway Safety, provided an inside view of law enforcement training, technology and the challenges facing law enforcement while serving their communities' diverse traffic safety needs. The lack of a certified instrument to conduct roadside tests of those suspected of driving under the influence of drugs was highlighted as a significant impediment to effective enforcement.

In the afternoon, Massachusetts Traffic Safety Resource Prosecutor (TSRP) Andrea Nardone led a session on "Adjudication and Law," which provided an overview of some of the obstacles and challenges that hinder the successful prosecution of those

driving while impaired by drugs. She emphasized the importance of Drug Recognition Expert (DRE) and Advanced Roadside Impaired Driving Enforcement (ARIDE) training for officers. In addition, she discussed a critical need to educate trial judges regarding the acceptance of the validity of information provided by certified DREs. With all five of the Region 1 states having either legalized recreational and/or medical marijuana, it was important to discuss strategies to deal with marijuana users on the roadways, as well as the prevalent opioid epidemic.

Deputy Administrator King led an open floor discussion to wrap up the day. Region 1 staff have received overwhelmingly positive feedback from the meeting's attendees.

*Ted Minall is the NHTSA Region 1 LEL.*



**National Law Enforcement Officers  
MEMORIAL FUND**  
RESPECT. HONOR. REMEMBER.

**145 law enforcement officers died in the line of duty in 2018, a 12 percent increase over the 129 officers who died in 2017.**

**Law Enforcement Fatalities: 2018 Year in Review**

**By Desiree Luongo**

ACCORDING TO PRELIMINARY data from the NLEOMF, 145 law enforcement officers died in the line of duty in 2018, a 12 percent increase over the 129 officers who died in 2017. Traffic-related fatalities increased nine percent, with 50 officers dying in 2018. Firearms fatalities increased 15 percent, with 53 officers succumbing to gun-related assaults, and fatalities caused by other factors increased 14 percent.

Within traffic-related fatalities, 32 of the 50 officers were killed in vehicle crashes. Half of those crashes were single-vehicle crashes. Of those 16 fatalities, 25 percent of the officers were on patrol at the time of the crash. Seven of the officers were responding to a call for service or to back up another officer, three officers were involved in pursuits, one officer was attempting to affect a traffic stop, and one officer

was driving to training at the time of their crash.

Fourteen officers were struck while outside their vehicle, a 56 percent increase from 2017. Three of the 14 were on traffic stops, two officers were intentionally struck, and one officer was killed in each of the following circumstances: supervising an inmate road crew, serving a warrant, providing crowd control, assisting a disabled motorist, removing debris from the roadway, responding to an unrelated vehicle crash, investigating a prior crash, assisting a motorist involved in a minor crash, and while deploying spike sticks.

Four officers were killed in motorcycle crashes: two officers were participating in funeral escorts, one officer was involved in a pursuit, and one was on patrol at the time of their crash.

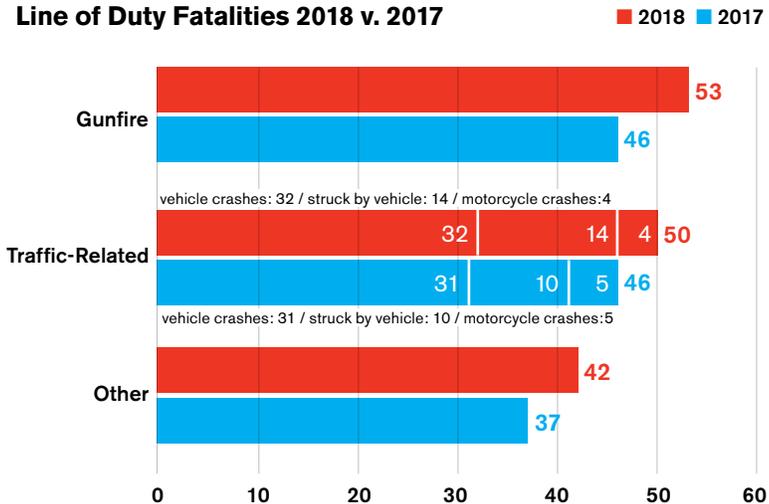
Of the 42 officers who died of causes other than firearms or traffic-related, 33 died of physical-related illnesses (e.g. heart attacks and strokes). Fifteen died from cancers related to search and recovery efforts after the attack on the World Trade Centers and the Pentagon on September 11, 2001.

Of the remaining nine officers, four drowned, three were beaten to death, and two were struck by a train.

For the full report on 2018 line-of-duty deaths, visit the [NLEOMF website](#).

*Desiree Luongo is Senior Director of Officer Safety, Wellness, and Research with the National Law Enforcement Officers Memorial Fund.*

**Line of Duty Fatalities 2018 v. 2017**





# From the Bench

## Sentencing: Where One Size Does Not Fit All

By Judge Neil Edward Axel

Today, courts are working toward better solutions and better outcomes through evidence-based sentencing.

**THE ROLE OF THE TRIAL JUDGE IN THE 21ST CENTURY** has evolved and is significantly different than the role served by our predecessors in the previous century. Generally, judges are called upon to manage caseloads, adjudicate cases, safeguard individual rights, and hold offenders accountable. Today, particularly in cases involving drugs and alcohol, courts are working toward better solutions and better outcomes through evidence-based sentencing practices, in which judges seek additional information to help them make more informed decisions.

Instead of simply making sentencing decisions based upon a plea agreement or the arguments of the prosecution and defense, judges often look for additional information so that they can make a sentencing decision that will not only hold the offender accountable but also help ensure that the offense is not repeated. One well-known expert in the area of traffic safety, David Wallace, once said, "Every judge understands that with more information about an offender's circumstances, a sentence can be better tailored to the person to ensure he or she doesn't repeat the offense." Essentially, one size does not fit all when it comes to sentencing traffic offenders.

Rehabilitation and treatment of the impaired driving offender has taken a larger role in sentencing than in the previous century, a role that has broad public support according to a 2006 survey conducted by Princeton Survey Research Associates for the National Center for State Courts. In that survey, 77 percent of respondents supported spending tax dollars on training for offenders instead of prisons, and 66

percent wanted judges to take a leading role in improving the sentencing system.

Evidence-based sentencing practices can include the use of validated risk and needs assessments, individualized treatment plans, DWI Treatment Courts, tailored sentences, and ongoing post-sentencing judicial supervision.

The trial judge of the 21st century now has the support and tools to address the particular addiction and dependency issues that bring so many offenders before our courts. Courts must use these resources, seek out additional resources, and use individual sentences. Research has demonstrated that the use of evidence-based sentencing practices improves outcomes, changes behavior, and reduces recidivism. As noted by the Supreme Judicial Court of Massachusetts in the case of *Commonwealth v. Eldred*, 480 Mass. 90 (2018):

This individualized approach in probation fosters an environment that enables and encourages recovery, while recognizing that relapse is part of recovery.

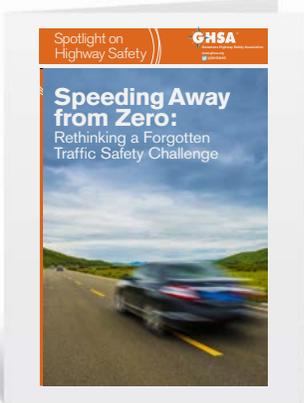
The success of probation as a correctional tool depends on judges having the flexibility at sentencing to tailor probation conditions to the circumstances of the individual defendant and the crime that he [or she] committed.

*Judge Axel has served on the District Court of Maryland for 21 years, and currently sits as a Senior Judge throughout the state. He is the American Bar Association Judicial Fellow for traffic safety issues.*



# Training & Research

The report highlights excessive vehicle speed as a persistent factor in nearly one-third of all motor vehicle-related fatalities.



## GHSR Report: Speeding Remains a Highway Safety Challenge

A NEW REPORT FROM GHSR highlights excessive vehicle speed as a persistent factor in nearly one-third of all motor vehicle-related fatalities. Despite this, speeding is not given enough attention as a traffic safety issue

and is widely deemed culturally acceptable by the motoring public. *Speeding Away from Zero: Rethinking a Forgotten Traffic Safety Challenge* looks at this challenging topic, outlining the latest available data and research, federal and state policies, existing programs to reduce speeding-related crashes, and promising future approaches.

The GHSR report outlines of number of recommendations to reduce speeding on our roadways. Suggestions include federal legislative and programmatic prioritization, more aggressive and sustained law enforcement efforts (including automated speed enforcement), and engineering the built environment for safer speeds through roundabouts and other traffic calming elements.

## Lifesavers National Conference on Highway Safety Priorities

*Early Bird registration rates have been extended* through February 8 for the 2019 Lifesavers National Conference on Highway Safety Priorities, which will take place March 31–April 2 at the Kentucky International Convention Center in Louisville. More than **80 workshops** in 10 educational tracks are offered, including sessions related to enforcement, officer safety, impaired driving, and occupant protection.

The National LEL Program is organizing a networking and professional development session for LELs in conjunction with the conference on Saturday, March 30. LELs interested in receiving additional information about the session or participating should contact Vernon Betkey at [vbetkey@ghsa.org](mailto:vbetkey@ghsa.org).

## 2019 LEL Webinar Series

Mark your calendar! The dates and topics for the 2019 LEL Webinar Series have been announced. All webinars take place from 1:30–2:30 p.m. Eastern Time.

**FEBRUARY 20: 2019 National Distracted Driving Campaign - U Drive. U Text. U Pay.**

**MARCH 20: 2019 National Click It or Ticket Mobilization**

**APRIL 17: The Three Phases of an Impaired Driving Arrest**

**MAY 15: Check to Protect**

**JUNE 19: The 2019 Drive Sober or Get Pulled Over National Campaign and the Road to Zero**

**JULY 17: Maryland DUI College**

**AUGUST 21: Strengthening Law Enforcement/Highway Safety Office Connections**

**SEPTEMBER 18: Social Media Best Practices**

**OCTOBER 23: 2019 Winter Drive Sober or Get Pulled Over Campaign Webinar**

**NOVEMBER 20: TBA**

**DECEMBER 18: TBA**



# Traffic Safety Calendar

## FEBRUARY

### FEBRUARY 3

#### SUPER BOWL

Primary Message: *Fans Don't Let Fans Drive Drunk*

The Super Bowl has become synonymous with drinking and celebrating, making roads on Super Bowl weekend dangerous.

### FEBRUARY 9-12

#### NATIONAL SHERIFFS' ASSOCIATION WINTER LEGISLATIVE AND TECHNOLOGY CONFERENCE

Washington, DC

### FEBRUARY 20

#### LEL FEBRUARY WEBINAR: 2019 NATIONAL DISTRACTED DRIVING CAMPAIGN—U DRIVE. U TEXT. U PAY

## MARCH

### MARCH 13-15

#### LEL PROFESSIONAL DEVELOPMENT COURSE

Honolulu, HI

### MARCH 17

#### ST. PATRICK'S DAY

Primary Message:

*Buzzed Driving is Drunk Driving*

Don't rely on the luck of the Irish. There is a spike in drunk-driving crashes every year on St. Patrick's Day.

### MARCH 20

#### LEL MARCH WEBINAR: 2019 NATIONAL CLICK IT OR TICKET MOBILIZATION

### MARCH 30

#### LEL NETWORKING/ PROFESSIONAL DEVELOPMENT SESSION

Louisville, KY

For more information, contact [Vernon Betkey](#)

### MARCH 31-APRIL 2

#### LIFESAVERS NATIONAL CONFERENCE ON HIGHWAY SAFETY PRIORITIES

Louisville, KY



## APRIL

### NATIONAL DISTRACTED DRIVING AWARENESS MONTH

Primary Message:

*U Drive. U Text. U Pay.*

This national campaign is a campaign centered on aiding law enforcement officers in their efforts to keep distracted drivers off the road.

### APRIL 3

#### NATIONAL WALKING DAY

Whether it be in a parking lot, crosswalk, or on a road, everyone is a pedestrian. Pedestrian safety is crucial to know for both pedestrians and motor vehicle operators.

### APRIL 17

#### LEL APRIL WEBINAR: THE THREE PHASES OF AN IMPAIRED DRIVING ARREST

### APRIL 17-19

#### LEL PROFESSIONAL DEVELOPMENT COURSE

Orlando, FL

A calendar of events, recordings of past webinars, newsletter archives and many more resources for LELs are available at [www.nlelp.org](http://www.nlelp.org). For campaign materials and tools to help you with your traffic safety marketing and messaging, visit [www.trafficsafetymarketing.gov](http://www.trafficsafetymarketing.gov).