Line of Duty Deaths: Changing the Trend

Fifty-four law enforcement officers died in traffic-related circumstances in 2016 – 29 in automobile crashes, 15 struck while outside of their vehicles and 10 in motorcycle crashes.

By Nick Breul

AS WE ENTER THE FIRST QUARTER OF 2017, AND leave behind a year in which we saw increases in both firearm- and traffic-related line of duty deaths (LODD), there is little encouraging news.

Fifty-four law enforcement officers died in traffic-related circumstances in 2016: 29 in automobile crashes, 15 struck while outside their vehicles and 10 in motorcycle crashes. If there is a silver lining, it is that the number of single-vehicle crashes fell from roughly 49 percent of fatal automobile crashes in 2015 to just about 20 percent in 2016. This is where increased seatbelt usage, monitoring speed and emphasizing the safety tenets of Below 100 can have an impact.

Fifteen traffic-related fatalities have been reported for 2017, five of which have been single-vehicle crashes. This type of crash is largely preventable, and many agencies are focusing on this area of safety and training. Agencies are recognizing elements that may account for these crashes beyond speed and weather conditions, such as distraction and fatigue. The Henderson (NV) Police Department has begun a program to provide restorative rest to their patrol officers to ensure fatigued officers, particularly those on the midnight and evening shifts, get an opportunity to rejuvenate.
through quick naps. Other departments are crafting policies and monitoring techniques that not only reduce speed but also work to limit the distraction posed by the mobile digital computers mounted in patrol cars.

At the National Law Enforcement Officers Memorial Fund (NLEOMF) we analyze every circumstance involved in a LODD and use that information to help agencies make changes to improve safety. The number of officers dying in single-vehicle crashes has been a focus of our analysis. Startlingly, we discovered that from 2011–2015, 53 percent of the officers killed in single-vehicle crashes were not on a call or responding to assist – they were on patrol, or driving to handle an administrative assignment. The analysis on traffic-related LODD in 2016 indicated that 52 percent of officers were not wearing their seat belts. This is particularly discouraging, as it is a significant increase from the 2015 level of 38 percent.

Until law enforcement begins to adopt a stronger culture of safety – one that has every officer wearing their body armor, their seat belts, and thinking safety as they patrol and respond to calls for service – the numbers will continue to increase. The NLEOMF values its partnership with the National Highway Traffic Safety Administration (NHTSA), Governors Highway Safety Association (GHSA), and the LEL network, and is committed to working together to reduce these trends.

Nick Breul is a retired Lieutenant from the Metropolitan Police Department in Washington, D.C. and the Director of Officer Safety and Wellness for the National Law Enforcement Officers Memorial Fund.

Safety Is Everyone’s Responsibility

By Undersheriff Robert Beidler

THE SNOHOMISH COUNTY (WA) Sheriff’s Office primary law enforcement services are patrol-based. Officers put more than 3 million miles on vehicles every year to serve a county over 2,000 square miles in size.

In 2015, the agency had 89 on-duty collisions, 38 of which were determined to have been preventable. Eleven of these collisions resulted in serious injuries to employees and the community.

At the end of 2015, the agency incorporated the Below 100 tenets (see p. 8) and testimonials into employee training and communications, and one of the first priorities was to emphasize traffic and driving safety. Several initiatives were introduced in 2016, including sending all supervisors to a presentation by the mother of two girls killed in a collision with a state trooper. The agency also implemented a more restrictive pursuit policy, which included the creation of a Driving Review Board (DRB) that reviews all agency pursuits and on-duty collisions. Every on-duty collision and pursuit in 2016 was reviewed by the DRB.

These efforts have been successful: in 2016, the agency had 75 on-duty collisions, down 16 percent from the previous year, and 33 were determined to have been preventable, a drop of 13 percent. The average speed of those collisions was reduced dramatically. Most importantly, there were zero collisions in 2016 that resulted in significant injury to employees or civilians.

The Sheriff’s Office continues to keep the safety of its employees a top priority, integrating Below 100 into new deputy training and mandated annual refresher training. The office is also installing telematics into all patrol cars to help identify exceptional driving behavior to reward safe drivers and help those that need improvement.

A job in law enforcement comes with a certain amount of risk. The initiatives, training and technology instituted at the Snohomish County Sheriff’s Office are helping change the culture when it comes to safety. It is imperative that law enforcement continue to make the health and welfare of employees and the community a top priority.

Undersheriff Robert Beidler is a member of the Snohomish County Sheriff’s Office.
IT HAS BEEN MY PRIVILEGE TO SERVE IN LAW ENFORCEMENT AND traffic safety for more than four decades. During that time, my career has afforded me an abundance of opportunities, experiences and memories that I will cherish forever. I have been honored to meet dynamic, dedicated and personable individuals from every state in the union, and I continue to maintain many of those relationships as well as forge new ones. Sometimes those professional relationships grow into solid and lasting friendships. Unfortunately, one of those relationships came to a screeching halt on January 27, 2017, when my friend and colleague, Steve Cardarella, passed away suddenly.

Steve and I have been friends for a number of years. We were scheduled to be in Oklahoma City on January 30 to serve on the instructor team for the LEL Professional Development class. We spoke on the phone on January 26 to go over some last-minute details, and he was his typical jovial, friendly self. He put a lot of energy and passion into his presentation and he was excited to have another opportunity to spend time with LELs from across the country. What a shock it was for me and for many other family members, friends and colleagues to learn of his passing the next day.

Steve was born on April 18, 1952, in Madison, Wisconsin. He had many interests over the years, including camping, traveling, golfing, biking, and walking on the beach, but most importantly, he valued spending time with his family. Steve had a long career with the Madison Police Department, and retired as the Lieutenant for the department’s Traffic Enforcement Safety Team. He then joined the Wisconsin Department of Transportation as an LEL for the State Patrol at the Bureau of Transportation Safety. In 2010, he became NHTSA’s Region 5 Law Enforcement Liaison, covering the six Great Lake states. He was a big contributor to our National LEL Program resources, serving on advisory groups, writing articles for The LEL and helping to organize webinars.

Over the course of his career, Steve earned a reputation, both locally and nationally, for his expertise in traffic safety, his generous commitment to helping others, and sincere concern for the safety and protection of all that use the highways of America. He was dedicated to making a difference in traffic safety and believed that the LEL network played a key role in making it happen. Steve left an indelible mark on many, and even though he is gone, he will not be forgotten.

Join the National LEL Program email list to stay up-to-date on the latest news and resources of interest to LELs.
Clockwise, from top: Tom Kimball, Nick Breul and Wil Price participate in a Q&A session; attendees participate in a networking exercise to start the day; Pete Abrams reviews a discussion question with a breakout group; Scott Kristiansen solicits ideas for evaluating LEL effectiveness from a breakout group.

**LELs Share Challenges, Solutions at Lifesavers Conference**

LELS ATTENDING THE 2017 LIFESavers National Conference on Highway Safety Priorities from nine regions, representing 23 states and 1 federal agency, met in Charlotte, NC, for a networking and educational pre-conference workshop on Saturday, March 25.

Workshop participants brought more than 330 years of LEL experience and 1,200 years of law enforcement experience to the room.

In the afternoon, the LELs broke out into four smaller group discussions focused on questions about increasing law enforcement agency participation in traffic safety, improving traffic safety culture in law enforcement agencies, performance measures to evaluate LEL effectiveness, and effective communication strategies for LELs. These sessions were facilitated by Rhode Island LEL Rick Sullivan, Wyoming LEL Pete Abrams, Illinois LEL Scott Kristiansen and Indiana LEL Brett Reichart. The facilitators then shared highlights of their breakout groups with all the participants. Discussion highlights included:

- **Increasing participation in traffic safety:** use DDACTS to target enforcement efforts, try mutual aid agreements, provide recognition for officers and agencies for their activities, champion traffic safety successes in the media, and share NLELP resources with law enforcement agencies.

- **Improving traffic safety culture:** capitalize on the competitive nature of law enforcement officers by providing agencies with their statistics and creating competitions with other agencies, increase impaired driving enforcement training opportunities, encourage
The overall goal is to save lives, but it is also designed to promote a positive, universal traffic safety culture.

- **Evaluating LEL effectiveness:** focus on measurable items linked to state highway safety plan outcomes, such as trainings provided or arranged, facilitation of high visibility enforcement, agency contacts, agency participation in national campaigns, and public information and education event participation.

- **Communicating with law enforcement and the public:** meet bimonthly with law enforcement agencies, create a master listing of specialties (such as DREs) for dissemination, create a statewide listserv, increase messaging to law enforcement, hire non-law enforcement individuals with communications experience to assist with media, push information out at high school sporting events, and use social media.

At the end of the day, John Marshall, Director of NHTSA’s Office of Safety Programs, reiterated the agency’s support for law enforcement officer safety programs such as Below 100 and Move Over and formally announced that there will be a two-and-a-half-day national LEL training conference on November 13–15, 2017, in Linthicum, MD.

Numerous session attendees reported that this was an engaging and valuable workshop. Stay tuned for more information on November’s national training conference and information on LEL networking opportunities at the 2018 Lifesavers Conference in San Antonio.

---

**ILCAP Rallies Its Members**

By Deputy Chief Louis Jogmen

WITH THE RISE IN TRAFFIC fatalities, the Illinois Association of Chiefs of Police (ILACP) has taken a lead role to rally its members to join statewide campaigns to stop this tragic loss of life. The Traffic Safety Committee is promoting a strong traffic safety culture through the implementation of three coordinated, statewide education and enforcement initiatives: Illinois Rail Safety Week, Illinois Speed Awareness Day, and Illinois Distracted Driving Awareness Week. ILACP encourages its members and partners to actively participate in these three programs, which focus on traffic safety activities during targeted timeframes.

The ILACP created a website, www.ichiefstrafficsafety.org, which allows participants to register and obtain education materials for the three individual campaigns. Partners are asked to participate in an education and/or an enforcement activity in their jurisdiction during the designated dates and report their actions via the website.

The project is supported by the Illinois Department of Transportation, Bureau of Safety Programs and Engineering and the state LELs. This model is a cost effective, easily replicated traffic safety program that can be shared with partners across the country. The overall goal is to save lives, but it is also designed to promote a positive, universal traffic safety culture that will enhance partnerships and increase law enforcement engagement and efficacy of differing disciplines through the sustained dissemination of a consistent safety message.

For more information, contact Deputy Chief Lou Jogmen at ljogmen@parkridgepolice.org or Sergeant Eric Munson at emunson@plainfieldpd.com.

Deputy Chief Louis Jogmen is a member of the Park Ridge (IL) Police Department.
Oral Fluid Testing in DUID Investigations

Lieutenant John Flannigan and Lieutenant Daniel Griffin

ORAL FLUID (SALIVA) TESTING IN impaired driving investigations has been gaining attention and traction in the U.S. over the past few years. Many law enforcement agencies have undertaken pilot programs, and lawmakers have proposed legislation for oral fluid roadside and confirmatory testing.

With an increasing number of crashes across the country involving substances other than – or in addition to – alcohol, law enforcement agencies, are looking for ways to detect and corroborate impaired driver suspicions at roadside using methods similar to a preliminary breath test.

While many states have used urine and blood for evidentiary testing, both have drawbacks that make oral fluid evidentiary testing more effective and efficient. These challenges include collection methods, time gaps between a stop and specimen collection and chain of custody issues when collection is performed by non-law enforcement personnel.

Roadside testing devices can detect many of the commonly abused substances that contribute to drug-impaired driving, but have limitations on the number of compounds that can be detected. With support from their respective State Highway Safety Offices, both Vermont and Massachusetts State Police have implemented pilot programs to evaluate proof of concept in oral fluid testing into their respective impaired driving enforcement programs.

As part of the pilot programs, an independent laboratory compares the roadside results with confirmation oral fluid, blood and/or urine samples. Results have been encouraging, with high reliability rates for most compounds. Participation in these studies was strictly voluntary with no ramifications based upon the results.

Both agencies have been documenting their findings to present the results to their respective leaders and legislatures for consideration when crafting and enacting future impaired driving laws.

For more information about oral fluid testing in Vermont and Massachusetts, contact Lt. John Flannigan at John.Flannigan@vermont.gov and/or Lt. Dan Griffin at daniel.griffin@massmail.state.ma.us.

Lieutenant John Flannigan is a member of the Vermont State Police and Lieutenant Daniel Griffin is a member of the Massachusetts State Police and an LEL for Massachusetts.

Additional Resources:

Oral Fluid Testing for Impaired Driving Enforcement, The Police Chief, January 2017

First Person

Keep on Collaborating
By Wil Price

It seems like we are all talking about the alarming increase in the number of highway fatalities, what to do about it and how to engage with our law enforcement colleagues to bring a renewed focus on highway safety. Considerable time and effort are spent identifying meaningful solutions and strategies for improving highway safety, as well as drawing the attention of law enforcement partners back to the impact that traffic crashes play on the quality of life in communities across the country.

Many people are contributing to the conversation, and the LEL community is an important part of that process. Famed anthropologist Margaret Mead notably said, “Never believe that a few caring people can’t change the world. For, indeed, that’s all who ever have,” and management expert Ken Blanchard is often quoted for saying, “None of us is as smart as all of us.” Our small LEL community of 250 professionals is among the country’s most highly motivated, dedicated and passionate group of traffic safety professionals working to make a difference in their communities. When you get together, the information exchange, idea sharing and innovative thinking that occurs amplifies the impact of your law enforcement networking efforts.

Recently, we saw this synergy in action when 59 LELs gathered on a Saturday in Charlotte before the 2017 Lifesavers Conference. The discussions that took place, the suggestions that evolved, and the future dialogues you will have within your states and regions are critical to finding ways to reduce crashes, injuries and the tragic loss of life they cause.

So, let’s keep the momentum and collaboration flowing. Share what is working well for you, and share what might be learned from the things that don’t. That collective wisdom will enhance our ability to influence action because we are smarter together. The drive and passion LELs bring to the table support our collective efforts to bring new participation and engagement into the traffic safety arena, and it reinforces the significant role law enforcement partners play in traffic safety.

Wil Price is a Highway Safety Specialist with the NHTSA Office of Enforcement and Justice Services and is the Contracting Officer Representative (COR) for the National Law Enforcement Liaison Program.
Below 100: Improving Officer Safety

By Dale Stockton

A DIFFERENT CONVERSATION IS taking place around the country regarding officer safety, and it is being driven by Below 100, a commonsense training program that focuses on areas under an officer’s control.

Over the last 20 years, losses due to vehicle-related incidents have accounted for approximately 25 percent more deaths than gunfire. Data from an extensive NHTSA review show half of fatal police crashes are single-vehicle crashes, with the primary collision factor being speed. Just as troubling is that roughly half of officers choose not to wear seat belts while on duty. When it comes to speed, single-vehicle crashes and not wearing a seat belt, it is extremely difficult to blame the bad guy.

Below 100 has five very straightforward tenets:

1. Wear your seatbelt.
2. Wear your vest.
3. Watch your speed.
4. WIN: What’s Important Now?
5. Remember: Complacency Kills!

Simple, right? Yes, but simple to understand does not mean easy to make happen. Police culture has a long and storied history of resisting change. Tragically, many officers have died as a result of falling into patterns of behavior facilitated by department culture.

Below 100 has proven successful at changing attitudes. More than 50,000 officers have been trained and NHTSA is now providing funding for some classes and outreach. Does it really work? Here’s a recent text that a Below 100 trainer received from a state trooper who attended the training. Judge for yourself.

Thought about you the other day. 115 mph responding to a domestic in heavy fog on a four-lane highway. I looked down at the speedo and backed way out. I remembered your Below 100 program, and signing my oath. I dropped it to a more conservative 75mph. I arrived on scene to find the two subjects separated, sitting on the porch waiting for me. Getting there one minute earlier would have made no difference for them. But backing out of that throttle may have made all the difference for me that night. Thought you may want to share it with cadets if you’re still at the academy. If not, I just want you to know that I appreciate your efforts, and you definitely had a positive effect on how I do my business on the road. From me and my family, thanks for making it ok to make smart, rational decisions on the road.

More information is available at www.Below100.org.

Dale Stockton is the architect and Executive Director of Below 100. He is a 32-year veteran of law enforcement and a retired captain from Carlsbad, CA. Dale is the former Editor-in-Chief of Law Officer Magazine and LawOfficer.com.
Lay Witnesses vs. Expert Witnesses

Judge Earl G. Penrod

Most law enforcement officers who are called upon to testify are highly trained and skilled professionals. Through their education and experience, officers effectively assess and investigate a variety of circumstances and arrive at appropriate opinions and conclusions. However, during testimony, officers are sometimes surprised when they are prohibited from providing an answer because it improperly calls for the officer’s opinion.

The rules of evidence in most jurisdictions distinguish between expert witnesses and lay witnesses by permitting expert witnesses to testify in the form of opinions while limiting lay witnesses to testimony about facts and observations. Although this distinction is generally accurate, it can be confusing and misleading. After all, police officers are well-trained professionals and being referred to as a “lay witness” may appear to minimize the officer’s credentials and level of experience and training.

The prohibition against providing opinions is not simply a matter of whether a witness has been qualified as an expert. A lay witness may testify in the form of an opinion if the opinion is rationally based on the witness’s perception and is helpful to the judge or jury in understanding the witness’s testimony. However, if the opinions require scientific or highly technical knowledge, the officer will not be permitted to offer such opinions unless it is shown that the officer has acquired the necessary scientific or technical knowledge through skill, experience, training or education.

Police officers and other non-expert witnesses can testify in the form of an opinion when the opinions are based on personal observations. Scientific or technical knowledge is not required for opinion testimony on issues such as weight, size, speed, distance and appearance. After an officer has testified about his or her observations, the officer may testify that in the officer’s opinion, the defendant appeared to be intoxicated.

Some police officers undergo specialized training and education to become an expert in certain aspects of law enforcement and, as a result, may testify in the form of opinion evidence in the areas in which the officer has been qualified as an expert.

Tip to Testify: Whether testifying as a lay witness or as an expert, an officer should always be prepared and professional on the witness stand.

The Honorable Earl G. Penrod is the Senior Judge for the Indiana Office of Court Services and the American Bar Association Judicial Fellow in cooperation with NHTSA.

Have a testimony topic you would like to see addressed? Contact Judge Penrod at penrod26d01@msn.com.
GHSA Spotlight on Pedestrian Safety

THE GOVERNORS HIGHWAY Safety Association (GHSA) projects an 11 percent increase in the number of pedestrians killed on U.S. roadways in 2016, compared to the previous year, the steepest year-to-year increase since record-keeping began, both in terms of number of deaths and percent increase. Their report, Pedestrian Traffic Fatalities by State: 2016 Preliminary Data, offers a first look at state-by-state trends in pedestrian traffic fatalities for 2016.

GHSA also asked its state members to provide examples of their efforts to reduce pedestrian and motor vehicle collisions. Promising strategies include: high visibility enforcement and public information campaigns aimed at both motorists and pedestrians; identifying high-risk zones and conducting educational outreach in these areas; and strategic partnerships with local universities and community organizations to advance pedestrian safety.

Survey Goes "Behind the Badge"

RECENT HIGH-PROFILE FATAL encounters with black Americans make policing harder and more dangerous, and make officers reluctant to take risks, according to a national survey of nearly 8,000 law enforcement officers. Behind the Badge, a report from the Pew Research Center, provides a new look at law enforcement attitudes and experiences.

After high-profile incidents involving African Americans and the police:

- 93% of officers have become more concerned about their safety,
- 73% have been more reluctant to use force when it is appropriate,
- 75% report interactions between police and African Americans have been more tense, and
- 72% have become less willing to stop and question people who seem suspicious

Several of the findings are also relevant to growing concerns about traffic enforcement, including a need for more resources and a spectrum of satisfaction with police leadership and culture.

New Publications

2015 Traffic Safety Fact Sheet Bicyclists & Other Cyclists
National Center for Statistics and Analysis

In 2015, 818 cyclists were killed in motor vehicle traffic crashes in the United States, an increase from 729 in 2014. Cyclist deaths accounted for 2.3 percent of all motor vehicle traffic fatalities.

2015 Traffic Safety Fact Sheet Young Drivers
National Center for Statistics and Analysis

In 2015, 1,886 young drivers age 15 to 20 died in motor vehicle crashes, an increase of 9 percent from 2014.

2017 Traffic Safety Culture Index
AAA Foundation for Traffic Safety

This report summarizes results of a nationally-representative survey that assesses key indicators of the degree to which traffic safety is valued and is being pursued.
Ursino, Edmonson Receive IACP Baker Award

THE PRESTIGIOUS J. STANNARD BAKER AWARD ANNUALLY RECOGNIZES individual law enforcement officers and others who have made outstanding lifetime contributions to highway safety. The award is presented by the International Association of Chiefs of Police (IACP), in collaboration with NHTSA and Northwestern University's Center for Public Safety. The 2016 Award recipients were:

Assistant Chief (Retired) Brian Ursino, Director of Law Enforcement, American Association of Motor Vehicle Administrators (AAMVA)

Brian Ursino retired in 2010 after 30 years of service with the Washington State Patrol. Throughout his career, he was active in traffic safety, serving on the development team for the state Strategic Highway Safety Plan and implementing multiple traffic safety and enforcement programs that helped decrease traffic fatalities by 20 percent over a four-year period. As Director of Law Enforcement for AAMVA, he continues to promote traffic safety and education by authoring publications and speaking at national conferences.

Colonel Michael Edmonson, Louisiana Department of Public Safety, Louisiana State Police

Over the past 36 years, Colonel Michael Edmonson implemented and promoted a variety of traffic safety and enforcement programs. In addition to serving as Superintendent of the Louisiana State Police, Colonel Edmonson serves as the Deputy Secretary of Public Safety Services, where he oversees the Office of Motor Vehicles and Louisiana Highway Safety Commission. He has been active in traffic safety programs, which have helped lead to a 40 percent reduction in state highway fatalities.

GHSA Seeks Nominations for 2017 Highway Safety Awards

GHSA IS SEEKING NOMINATIONS for its 2017 awards to recognize individuals and organizations for achievements in the field of highway safety. There are three award categories:

- The James J. Howard Highway Safety Trailblazer Award is GHSA's highest award, honoring an individual for sustained, outstanding leadership in endeavors that significantly improve highway safety on a national level.

- The Peter K. O'Rourke Special Achievement Awards recognize notable highway safety achievements during the prior calendar year by individuals, coalitions, organizations, nonprofit groups, businesses, government agencies, universities, or programs.

- The Kathryn J.R. Swanson Public Service Award honors an individual who has made notable improvements in the management or implementation of a highway safety program or policy, or provided outstanding service to GHSA, federal safety agencies, or other national highway safety organizations.

The deadline for nominations is May 25. The awards will be presented on Tuesday, September 19, at GHSA’s 2017 Annual Meeting in Louisville, Kentucky.
# Traffic Safety Calendar

## MAY

**MOTORCYCLE SAFETY AWARENESS MONTH**
Primary Message: *Share the Road With Motorcyclists and Scooter Riders.* Drivers of all other vehicles are reminded to be extra alert to keep motorcyclists safe.

**BICYCLE SAFETY MONTH**
Primary Message: *Share the Road With Bicyclists*

**MAY 5**
**CINCO DE MAYO IMPAIRED DRIVING CAMPAIGN**
Primary Message: *Buzzed Driving is Drunk Driving.* Drunk driving on Cinco de Mayo threatens everyone on the road, not just those enjoying the festivities.

**MAY 15 - JUNE 4**
**CLICK IT OR TICKET NATIONAL ENFORCEMENT MOBILIZATION**
Primary Message: *Click It or Ticket.* In 2015, the use of seat belts in passenger vehicles saved an estimated 13,941 lives.

**MAY 17**
**NLELP WEBINAR: THE ROAD TO ZERO**
The Road to Zero initiative was launched in October 2016 with the goal of eliminating traffic fatalities within 30 years. This webinar will introduce the initiative, the participating organizations and how to be a part of this important effort.

**JUNE 19**
**NATIONAL RIDE TO WORK DAY**
Primary Message: *Share the Road With Motorcyclists and Scooter Riders*

**JUNE 23-28**
**2017 NATIONAL SHERIFFS’ ASSOCIATION ANNUAL CONFERENCE AND EXHIBITION**
Reno, NV

## JUNE

**JUNE 6-8**
**LEL PROFESSIONAL DEVELOPMENT COURSE**
Transportation Safety Institute, Oklahoma City, OK

**JUNE 12**
**NLELP WEBINAR: DRIVE SOBER OR GET PULLED OVER SUMMER CAMPAIGN**

**JUNE 19**
**NATIONAL RIDE TO WORK DAY**
Primary Message: *Share the Road With Motorcyclists and Scooter Riders*

**JUNE 23-28**
**2017 NATIONAL SHERIFFS’ ASSOCIATION ANNUAL CONFERENCE AND EXHIBITION**
Reno, NV

**JULY**

**JULY 4**
**FOURTH OF JULY IMPAIRED DRIVING PREVENTION**
Primary Message: *Drive Sober or Get Pulled Over.* Secondary Message: *Buzzed Driving is Drunk Driving*

**JULY 31**
**NATIONAL HEATSTROKE PREVENTION DAY**

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).