



THE ASSOCIATION

FEBRUARY 2020

NHTSA ANNOUNCES FUNDING TO ENHANCE TRAFFIC SAFETY

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The National Highway Safety Administration recently announced \$1.8 million in funding—with eligibility for up to \$6.4 million in the future—to provide critical support for five non-governmental partner organizations to enhance safety on the nation’s highways. The agreements will fund projects to combat impaired driving, support the 911 network, enhance safety messaging for young drivers, and give technical assistance to state officials on a wide range of traffic safety issues.

“This funding will help NHTSA and our partners improve highway safety for all, and will provide critical leadership for reducing the incidence of driving under the influence of drugs and alcohol,” said James Owens, Acting Administrator of NHTSA. “Together with our partners, we can create change and make traveling safer for everybody.”

The five cooperative agreements are with the following organizations:

- **National District Attorneys Association:**

A five-year agreement (\$590,536 in FY19, \$3 million total) with NDAA to support its National Traffic Law Center. NTLC will develop or update prosecutor training and technical assistance in traffic safety areas such as toxicology, Drug Recognition Experts, Standard Field Sobriety Testing, crash investigation, and alcohol breath testing devices.
- **National Organizations for Youth Safety:**

A two-year agreement for \$150,000 with NOYS to develop and disseminate social media messaging targeting 16-24 year-olds during the times of the year most dangerous for young drivers: Winter holiday season, prom/graduation, and summer.
- **National Conference of State Legislatures:**

A five-year agreement (\$241,289 for FY19, \$1,247,172 total) with NCSL to provide information and technical assistance related to reducing traffic crashes, injuries, and fatalities.
- **Community Anti-Drug Coalitions of America:**

A three-year agreement for \$300,000 with CADCA to reduce alcohol- and drug-impaired driving through development of a best-practices report providing strategies for communications and outreach at the local level.
- **National Association of State 911 Administrators:**

A five-year agreement (\$500,000 in FY19, \$1.7 million total) with NASNA. This project will enable NASNA to provide technical support and best practices to improve the effectiveness of the 911 network.

Did you hear about the two cell phones that got married?
It was an awesome reception!!

Pedestrian Freeway Fatalities On The Rise

(An IIHS Press Release, dated 12/19)

After a fifth pedestrian was killed this year crossing Interstate 35 in Austin, Texas, a local headline expressed the city’s frustration. “Why does this keep happening?” the local ABC affiliate asked.

Since then, the death toll has reached 13. Austin is not alone in wondering why this happens and what can be done. In recent years, more than 800 pedestrians annually have been killed on US interstates and other freeways. The largest

number of them were hit attempting to cross in urban areas, a new study from the Insurance Institute for Highway Safety finds. The researchers zoomed in on California for a more detailed analysis and found that (Continued on page 4)

FIRST RESPONDER SAFETY TECHNOLOGY PILOT PROGRAM

NHTSA RELEASE 12/2019



The National Highway Traffic Safety Administration (NHTSA) and Federal Highway Administration (FWA), in collaboration with the OST Office of Transportation for Policy (OST-P) propose to establish a \$38 million multi-modal First Responder Safety Technology Pilot Program.

First responders face serious risks to their safety. Each year, there are an estimated 46,000 crashes, 17,000 estimated people injured, and nearly 150 fatalities involving emergency response vehicles (ERV), which includes law enforcement, fire, and emergency

medical services vehicles.

These crashes, which often occur at signalized intersections, prevent immediate emergency response services.

The deployment of vehicle-to-everything (V2X) technologies enable communication between intersection signals and ERV's and has the potential to address this critical safety issue.

The adoption of V2X has become a challenge since the technology can only generate a meaningful impact if a network of vehicles and infrastructure are equipped to facilitate useful communication.

Grants will allow awardees to equip emergency response

vehicles and related infrastructure (such as traffic signals), and public transit with vehicle-to-everything (V2X) technologies, to enhance the safety of emergency response vehicles and the traveling public—helping first responders to provide immediate response.

Targeted federal investment will help to demonstrate the benefits of V2X technology for ERVs throughout the country and generate tangible transportation safety benefits from using the 5.9GHz Safety Band.

The proposed pilot program will substantially benefit state and local governments.

DOT Issues Proposed Rule on Remote ID for Drones

The US Department of Transportation's Federal Aviation Administration (FAA) recently announced a proposed rule that would continue the safe integration of Unmanned Aircraft Systems (UAS), commonly called drones, into the nation's airspace by requiring them to be identifiable remotely.

The FAA seeks input on the Notice of Proposed Rulemaking (NPRM) for Remote Identification (Remote ID) of UAS that was published in the Federal Register. It is accompanied by a comment period that closes March 2, 2020, to receive public feedback and help the FAA develop a final rule to enhance safety in the skies over the US.

"As a pilot, my eye is always on

safety first," said FAA administrator Steve Dickson. "Safety is a joint responsibility between government, pilots, the drone community, the general public and many others who make our nation so creative and innovative."

Drones are a fast-growing segment of the entire transportation sector—nearly 1.5 million drones and 160,—remove pilots are registered with the FAA. Equipping drones with remote identification technologies would build on previous steps taken by the FAA and the UAS industry to safely integrate operations, including the small UAS rule, which covers drones weighing less than 55 pounds, and the Low Altitude Authorization and Notification Capability (LAANC), which au-

tomates the application and approval process for most UAS operators to obtain airspace authorizations.

These efforts lay the foundation for more complex operations, such as those beyond visual line of sight at low altitudes, as the FAA and the drone industry move towards a traffic management ecosystem for UAS flights separate from, but complementary to, the air traffic management system.

The proposed rule would apply to all drones that are required to register with the FAA (recreational drones weighing under .55 pounds are not required to register) as well as persons operating foreign civil UAS in the US.

2020 Membership:

The 2020 IACAI membership renewals are out! If you know of someone who may benefit from being a member of this association or who is looking to improve their knowledge of crash investigation in general, have them go to our website and download the new member application. You can email your renewal to: IndianaIACAI@gmail.com

IACAI SKILL REVIEW



This issue of the IACAI Skill Review involves questions regarding angular momentum and energy.

1. Which of the following is **not** helpful in determining approach paths?
 - A. Skidmarks
 - B. Tire prints
 - C. Vehicle damage
 - D. Fluid puddles

2. Which of the following is useful in calculating the impact speed of vehicles?
 - A. Vehicle Weight
 - B. Pre-Collision Velocities
 - C. Tire diameter ratios
 - D. Wind direction and velocity

3. True / False Large weight differences between two colliding vehicles will have little effect on the accuracy of first-contact speed estimates.

4. True / False Being off by a couple degrees on approach or departure angles has little effect on the accuracy of first-contact speed estimates.

5. Recall that momentum is a vector quantity. The term 'vector' means:
 - A. Length
 - B. Direction
 - C. Speed
 - D. Weight

6. If a force is applied to an object and is moved a determined distance, this "work" is called a _____ quantity.
 - A. Kinetic
 - B. Vector
 - C. Scalar
 - D. Calculated

7. True / False The term "Potential Energy" is defined as energy an object possesses due to its Mass.

8. True / False The amount of WORK done can be seen in the change of the velocity of an object, or the change of an object's shape.

Answers will appear in the next edition of the Association.

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The Association is published quarterly as a service to members of the Indiana Association of Certified Accident Investigators.

Articles submitted are the responsibility of the author; the IACAI assumes no responsibility as to an article's content.

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Sheriff's Deputy Burned by Downed Power Line

The Free Press, Mankato, MN As reported by Officer.Com November 14, 2019

Waseca County Sheriff's Deputy Josh Langr spent 20 days at the Hennepin Healthcare Burn Center in Minneapolis after he touched a downed power line at the scene of a fatal car crash on October 23, 2019.

The deputy needs continued treatment for burns on his head and his feet, but he was released from the hospital on Monday. He's now spending a few days in an apartment close to the hospital, wife Kelly Langr wrote on her husband's CaringBridge page.

"It's been so nice to have somewhere close to land so that

Josh can acclimate to life on the outside at his own pace," Kelly wrote.

Josh will soon head home for rest and recuperation for a few weeks before his next surgery. He will need additional skin grafts and possibly other surgeries to heal his head wound.

An online fundraising page had been established and continues to raise money for the family. More than \$7,000 has been donated so far.

To donate, go to:

<https://www.gofundme.com/f/josh-langr>.

In a message posted on the Waseca County Sheriff's Office Facebook page last week, Josh called his medical crisis a temporary setback and he said the community support is helping his recovery.

"The outpouring of love and support that my family and I have received from the community is—simply put—stunning," he wrote. "I have always felt that Waseca is an amazing town, but the support we've received is indescribable."

More about: Pedestrian Fatalities On The Rise

(Continued from Page #1)

Most of the fatal crossing crashes occur where the freeway separates residential areas from commercial and other non-residential areas. Many US cities have interstates or other major highways cutting through them and separating neighborhoods. Planning decisions made decades ago are difficult to undo, but communities can take practical steps to keep pedestrians safe.

"Our findings suggest that localities with residential communities across the freeway from shopping centers, bus stations, or entertainment districts should consider physical barriers that prevent pedestrians from crossing—

especially if the commercial centers include bars or liquor stores," says Jessica Cicchino, IIHS vice president for research.

Indeed, a fence along the median to discourage crossers is one of the changes Austin police would like to see on I-35.

Most of those killed crossing I-35 are homeless people, who often live in tents or makeshift dwellings on the roadside. Over the years, many fatalities have occurred at Capital plaza and 51st Street, where there are low income hotels and motels on one side of the freeway and a McDonald's and other fast food restaurants on the oth-

er.

Across the country, pedestrian fatalities increased 53 percent from 2009 to 2018 and now account for 17 percent of traffic deaths. Pedestrian fatalities on interstates and other high-speed, controlled-access roads increased by 60 percent over the same period. From 2015 to 2018, more than 800 pedestrians were killed on such roadways annually.

To get a clear picture of when, where, and why those deaths are happening, researchers analyzed data from the federal database of fatal

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More about: Pedestrian Fatalities On The Rise

(Continued from Page #4)

Motor vehicle crashes over 2015-2017. They looked at various crash characteristics, such as whether or not the person killed was an “unintended” pedestrian stranded due to a disabled vehicle.

For California, where the largest number of pedestrians were killed crossing interstates and other freeways during the study period, the researchers also identified the types of land use on both sides of the roadway at the places people were killed while crossing.

Nationwide, most of the 2,518 pedestrian fatalities on freeways and interstates from 2015-2017 occurred in urban areas, at night and in the dark. More than half of the fatal crashes took place in locations where the speed limit was 65 mph or higher, noted IIHS researcher Jin Wang, the lead author of the study.

“Darkness and speed often come into play in pedestrian crashes, but these factors are exaggerated on interstates and freeways,” says Wang.

“That suggests better-lit roadways and better headlights could make a difference.”

IIHS ratings have demonstrated wide differences in how well various headlights illuminate the road and past research has shown that drivers do not use their high-beam headlights as often as they should.

Speed is perhaps the most important risk factor. On average, 9 out of 10 pedestrians who are hit by a vehicle traveling at 55 mph die as a result of their injuries, and that number increases at higher speeds.

Only 18 percent of the pedestrians killed were on the freeway because of a disabled vehicle. About a third of those killed had a blood alcohol concentration of 0.08 percent or higher, and 42 percent were attempting to cross the freeway.

In the analysis of California, the researchers found that nearly 3 out of 5 people killed while crossing freeways were crossing at points with residential land on one side of the roadway and commercial, transportation, recreational, institutional or in-

dustrial property on the other side. Only 13 percent of fatal crossing crashes occurred in spots with residential land on both sides of the interstate or freeway.

The findings suggest that a combination of better lighting, physical barriers preventing pedestrians from crossing at road level, and correctly designed overpasses and underpasses to allow people to cross safely could greatly reduce the number of fatalities.

Research also found that deaths in crossing crashes were most likely than other interstate/other freeway deaths to occur on urban roads (81%), at speed limits = 50mph (13%), or between 6:00pm and 11:59pm (49%) and 58% of crossing crashes analyzed for land use were between residential and other property uses. Over a third of the deaths (37%) occurred at speed limits = 70 mph.

Question: How many law enforcement agencies in Indiana would embrace the idea of having officers trained as Phlebotomists in order to cut down on the time it takes to obtain blood samples in OWI cases?

The National Highway Traffic Safety Administration has created a 66 page guide entitled “Law Enforcement Phlebotomy Toolkit: A Guide to Assist Law Enforcement Agencies With Planning and Implementing A Phlebotomy Program.”

The guide discusses the need for and importance of a Law Enforcement Phlebotomy Program and the need for

obtaining warrants to draw blood. It provides case law regarding blood draws and a history of the phlebotomy program.

One of the benefits of a law enforcement phlebotomy program is the enhanced ability to obtain and draw blood samples for alcohol or drugs where time is a factor. An example is given that in the instance of marijuana use, THC concentrations fall to about 60 percent of their peak within 15 minutes after the end of smoking and to 20 percent of their peak within 30 minutes after the end of smoking. Overall impairment lasts for 2-4 hrs. The argument for having a law en-

forcement phlebotomy program includes Cost savings, Better and more complete evidence, Better witnesses and testimony, Simplifies the chain of custody and the ability to obtain blood evidence in cases other than OWI.

States currently using the program include Arizona, Idaho, Minnesota, Utah, and Washington.

The guide can be obtained through NHTSA’s website and provides useful documents including training programs, legislation recommendations and a sample agency policy to consider.

HEADLIGHTS ARE STILL AN AFTERTHOUGHT ON MANY VEHICLES— IIHS

Many more vehicles are available with headlights that illuminate an acceptable distance ahead without blinding oncoming drivers in 2020 than in previous years. Yet, base models with headlights that earn a good rating from the Insurance Institute for Highway Safety remain rare.

About half of all fatal crashes in the US occur in the dark, and more than a quarter occur on unlit roads. Nevertheless, manufacturers have historically sold many models with several different headlight systems of varying quality.

For the first time in 2020, headlights that earn at least an acceptable rating must be installed across all the variants for sale, rather than merely available as options, for a vehicle to qualify for the highest IIHS award, TOP SAFETY PICK+. Only 6 of the 156 models that IIHS has rated so far come with good-rated headlights across the board. On

another 31 models, acceptable headlights are the lowest-rated ones that are offered. That marks a 7 percent increase over the number of 2019 models available exclusively with good or acceptable headlights. The 2020 results could change as the Institute evaluates additional models and manufacturers implement midyear changes.

Out of the 37 models with standard good or acceptable headlights, 23 earn the TOP SAFETY PICK+ award. The other 14 fall short on other crashworthiness or collision avoidance criteria.

On the other side of the spectrum, 30 of the 2020 models tested can only be purchased with poor headlights, compared to 36 in 2019.

Manufacturers have continued their more rapid progress in offering good headlights with options. When IIHS began rating headlights in 2016, the best-available head-

lights on only two of the 95 models IIHS tested earned a good rating.

When good-rated headlights have been offered as an option, manufacturers haven't always produced vehicles equipped with them in large numbers, however.

IIHS rates headlights on the distance that they illuminate the roadway as the vehicle travels straight and on curves. The tests evaluate both low beam and high beams. On a straight-away, good-rated low beams illuminate the right side of the road ahead to at least 325 feet. Poor ones might light up 220 feet or even less. IIHS engineers also deduct points for headlights that produce glare that can momentarily blind oncoming drivers. Extra credit is awarded for systems that automatically switch between high beams and low beams, since research shows that most drivers don't use their high beams enough.



“Many carmakers still treat high-quality headlights as extras, rather than essential safety features” - David Ayor, IIHS manager of active safety testing.

A MESSAGE FROM IACAI FOUNDER/PRES. DON HARRIS

I'm glad to see the Association is still going strong. When Dave Minardo and I formed it back in 1990, I really didn't think it would go very long. When I retired as President after 21 years and just found out it is now 30 years, WOW! How the time really gets away from you! You guys keep up the good work and thanks for keeping it going this long! Stay safe my brothers,

Don Harris, IACAI President (Retired)



REMEMBER THE DATE!!

Coming to the beautiful Rosen Shingle Creek Resort in Orlando Florida! Stay tuned for more information on the World's Largest Reconstruction Conference as it becomes available!!

FMCSA REPORTS 8,000 SUBSTANCE ABUSE VIOLATIONS

The US Dept. of Transportation's Federal Motor Carrier Safety Administration released data recently following the first weeks of operation of its Commercial Driver's License Drug and Alcohol Clearinghouse. The information released showed that the clearinghouse has detected and identified nearly 8,000 positive substance abuse tests of commercial drivers since January 6, 2020. The clearinghouse has now more than 650,000 registrants.

The clearinghouse is aimed at improving road safety by providing FMCSA and employers with the necessary tools to identify drivers who have violated federal drug and alcohol testing program requirements and are prohibited from operating a Commercial Motor Vehicle. The goal of the clearinghouse is to ensure that such drivers receive the required evaluation and treatment before they have the opportunity to resume driving.

Commercial drivers are not required to immediately register for the clearinghouse, but will need to register to respond to an employer's request for consent prior to a pre-employment query or other full query being conducted. For more information, visit [FMCSA.dot.gov](https://www.fmcsa.dot.gov)

By now you should have received your 2020 membership information. If you haven't or know someone who would like to join the IACAI, send us an email at IndianalACAI@gmail.com



One Day Training Seminar

CMV Scene and Vehicle Investigation

Wednesday, March 25, 2020

9:00 a.m.

Registration will begin at 8:30a.m.

Plainfield Town Court
1075 West Main St.
Plainfield, IN 46168

\$50 for members / \$75 for non-members

This training will be taught by Ty Utterback of the Indiana State Police Commercial Motor Vehicle section. A CMV will be available for lots of hands-on training.

There is no pre-registration.

Attendees will be invoiced and provided with a W9 at the end of the training unless payment is brought to the training.
IACAI now accepts payment via Square



For further information contact IACAI President Kip Shuter @ indianalACAI@gmail.com

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