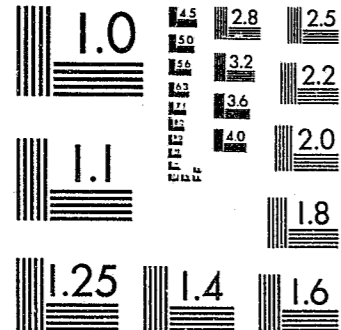


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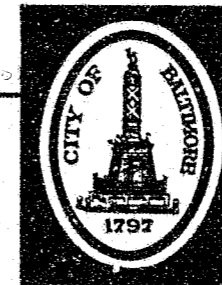
MICROCOPY RESOLUTION TEST CHART  
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United States Department of Justice  
Washington, D. C. 20531

3/10/86



CITY OF BALTIMORE

# REPORT OF THE MAYOR'S TASK FORCE ON DRUNK DRIVING

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1984

WILLIAM DONALD SCHAEFER  
MAYOR

MARY ANN WILLIN, DIRECTOR  
MAYOR'S COORDINATING COUNCIL ON CRIMINAL JUSTICE

REPORT

OF THE

MAYOR'S TASK FORCE ON DRUNK DRIVING

BALTIMORE, MARYLAND

1984

William Donald Schaefer  
MAYOR

Lt. Sidney, Hyatt, Task Force  
Chairperson

Dr. Rose Sessoms, Task Force  
Co-Chairperson

Mary Ann Willin, Director  
MAYOR'S COORDINATING COUNCIL  
ON CRIMINAL JUSTICE

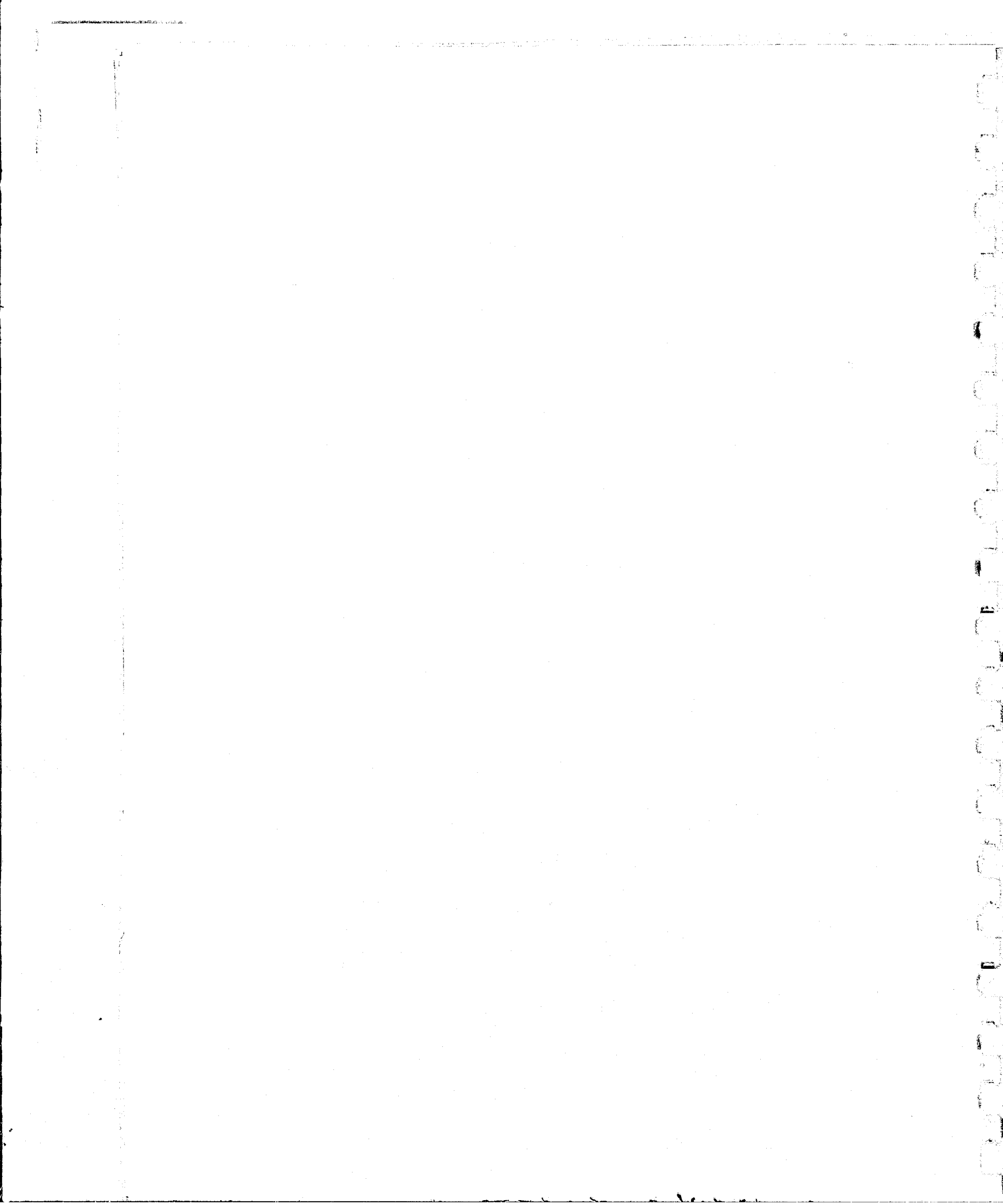


REPORT OF THE MAYOR'S TASK FORCE ON DRUNK DRIVING

TABLE OF CONTENTS

	<u>Page</u>
Task Force Transmittal Letter to Mayor Schaefer . . . . .	ii
Members of the Mayor's Task Force on Drunk Driving . . . . .	iii
Executive Summary . . . . .	iv
Action Plan: A Summary of Recommendations . . . . .	1
Introduction . . . . .	3
City Administration . . . . .	5
Public Information . . . . .	7
Youth Programming . . . . .	10
The Problem Drinker . . . . .	12
Law Enforcement . . . . .	15
Rehabilitation . . . . .	16
Legislation . . . . .	18
Fair Share Funding . . . . .	21
Bibliography . . . . .	23
Exhibits . . . . .	24

- Appendix A: Baltimore Police Traffic Enforcement Activity
- Appendix B: Motor Vehicle Traffic Accidents - Probable Cause 1980 - 1983
- Appendix C: Baltimore City D.W.I. Arrests 1980 - 1983
- Appendix D: Federal Enforcement Funds: State vs. City 1980-1984
- Appendix E: Maryland Highway Safety Fund: FY 1980-1984



September, 1984

Dear Mayor Schaefer:

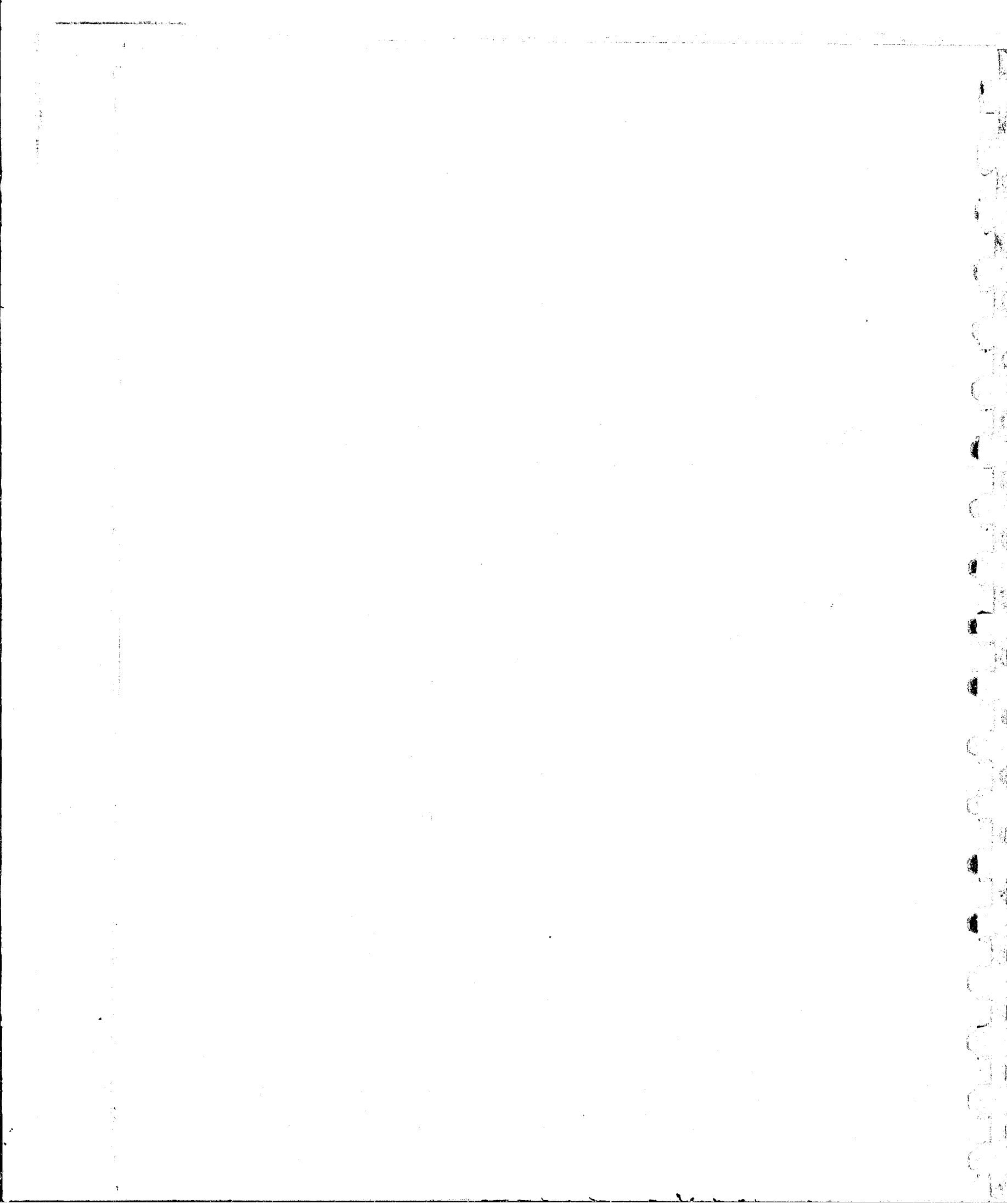
It is our pleasure to forward herein the Report of your Drunk Driving Task Force. We applaud your use of the task force approach to problem solving. It was quite interesting and rewarding to see seventeen citizens with different points of view and interests work to develop what we believe is Baltimore's best approach to combatting drunk driving.

Our thanks go out to your Coordinating Council on Criminal Justice for providing the staff assistance needed to conduct our study. Special acknowledgement and thanks go to JoAnn Needleman of the City Law Department; Bernard Murphy of the City Department of Legislative Reference; and to Shirley Barrett and her Patterson High School students for generous guidance and aid in producing this report.

Additionally, we want to express our appreciation of your foresight to establish this Task Force and hope that the expeditious implementation of these recommendations will lead to safer streets and fewer traffic tragedies.

Respectfully,

Members of  
The Mayor's Drunk Driving  
Task Force  
Baltimore, Maryland



MEMBERS OF THE  
MAYOR'S TASK FORCE ON DRUNK DRIVING

**Lt. Sidney Hyatt** Co-Chair  
Traffic Division  
Baltimore Police Department

**Dr. Rose Sessoms** Co-Chair  
General Motors Assembly Division  
Plant Medical Department

**Mr. T. Randy Corcoran**  
Chair-Rehabilitation Subcommittee  
Baltimore City Jail

**Ms. Janet Covington**  
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WMAR-TV Channel 2

**Mr. Lonnie Ferguson**  
Office of the Chief Commissioner  
Maryland District Court

**Rev. Arthur E. Jones**  
Jones Tabernacle Baptist Church

**Mr. Peter Mattes**  
HARBEL Community

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**Mr. Alan Murrell**  
Office of the Public Defender - Baltimore City

**Mr. Robert North**  
Chair-Education and Prevention  
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**Ms. Mary Raab**  
Chair-Systems Subcommittee  
MADD-Mothers Against  
Drunk Driving

**Mr. Floyd Pond**  
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State's Attorney's Office

Judge Edgar Silver  
Circuit Court for Baltimore City

**Mr. Billy Taylor**  
WWIN Radio

**Dr. Francis Z. Thomas**  
Patterson High School

Delegate Larry Young  
Maryland General Assembly

Mayor's Coordinating Council on  
Criminal Justice (MCCCJ)  
Task Force Staff

**K.C. Burton**  
Andrea Dorsey-Watson  
Lou Tomaschko



## EXECUTIVE SUMMARY

Mayor William Donald Schaefer appointed Baltimore City's Drunk Driving Task Force in July of 1983. For one year, the Task Force met and studied drunk driving issues. In September of 1984, the Task Force proffered recommendations to the Mayor in the form of a report.

During the course of its study, the Task Force divided into the subcommittees of Systems, Rehabilitation and Treatment, Education and Prevention, and Legislative.

The Mayor's Drunk Driving Task Force is divided into ten major chapters--Action Plan: A Summary of Recommendations, Introduction, Administration, Public Information, Youth Programming, The Problem Drinker, Law Enforcement, Rehabilitation, Legislation, and Fair Share Funding.

The Task Force found that:

The core issue complicating the drunk driving problem is that drinking alcohol and driving a motor vehicle, in and of themselves, are legitimate social behaviors.

Because most of us drink and most of us drive, the damaging collective community conclusion of "there, but for the grace of God, go I", seems to develop after a tragedy. It is crucial that this attitude be changed in order to effectively impact upon the drunk driving problem.

We, as a community, must accept the fact that people drive drunk because they choose to.

Programs must be developed to bring our community to the realization that drinking and driving don't mix, that the ramifications for drunk driving are severe and inescapable.

The solution to the drunk driving problem is prevention, accomplished through the serious, long-term efforts of all our social institutions.

The task facing our City is a monumental one. However, we Baltimoreans have demonstrated time and time again, that we possess the determination and wherewithal to take on difficult tasks and accomplish our goals.

To this end, the Task Force submits the following recommendations to the Mayor.

**\* MAYOR'S DRUNK DRIVING TASK FORCE \***

**ACTION PLAN: A SUMMARY OF RECOMMENDATIONS**

**CITY ADMINISTRATION**

Combatting drunk driving should remain a City priority.

Institutionalizing anti-drunk driving initiatives as a City priority should be a charge of the Mayor's Cabinet.

A Drunk Driving Monitoring Committee should be established.

**PUBLIC INFORMATION**

Heightened community awareness of the problem of drinking and driving should be a goal of the media.

Developing the City's public information campaigns should be the responsibility of Public Information Officers.

A committee of labor/management representatives from the religious-social-industrial community should develop in-house programs to support City efforts.

A "Call-A-Friend" or "Phone-Home" program should be implemented.

The media should publicize the importance of using seat belts and child restraint devices.

**YOUTH PROGRAMMING**

The Police Department should add a drunk driving lesson plan to the Police Safety City Program.

The school system should provide training to teachers, so they can include drunk driving in the curriculums.

The school system should promote school/student government sponsored peer-support groups and programs, such as Alateen and Students Against Drunk Driving (SADD).

The health and school departments should network information concerning alcohol and its effect on the ability to compete in sports and function on our streets through school sports programs.

Educators should involve parents and Parent-Teacher Organizations/Associations in the drunk driving education of children.

### THE PROBLEM DRINKER

Citizens should lobby for MVA procedures to:

Suspend the license of any driver who refuses to take a chemical test for alcohol.

Hold an immediate administrative license suspension hearing pending trial of drivers whose chemical test indicates a blood/alcohol content (BAC) above the legal limit.

Eliminate the issuance of special restricted driver's licenses.

Place indicators on the driver's licenses and registration plates (license plates) of convicted drunk drivers.

Drunk driving monitors should insure offender-clients are living up to their probation and treatment conditions.

### LAW ENFORCEMENT

Expanding the Police Department's specialized drunk driving enforcement unit should be a priority of the Department.

### REHABILITATION

Rehabilitative services for drunk drivers should be required in addition to punitive sanctions.

The Judiciary should be instructed about available alcohol treatment services and their success/failure rates.

Innovative sanctions appropriate for convicted drunk drivers should be researched and implemented.

More intensive treatment programs for drunk drivers should be sought, especially for repeaters.

The City's Health Department Alcoholism Center client intake should be focussed on drunk drivers and expanding resources for other clients.

The Governor should establish the position of Drunk Driving Rehabilitation Officer.

### LEGISLATION

State and local representatives should sponsor/support legislation to:

Mandate incarceration and/or community service for convicted second offender violators.

Upgrade from a misdemeanor to a felony causing death or bodily injury of another as a result of drunk driving.

Reduce the BAC level for driving while intoxicated to 0.10 and driving under the influence to 0.05.

Suspend for six months the licenses of drunk drivers who refuse to take a chemical test.

Suspend for one year the license of drunk drivers who refuse to take a chemical test following an accident that results in the death of another person.

Provide that refusal to take a chemical test for intoxication is admissible in evidence at trial.

Increase the statute of limitations to three years for automanslaughter, homicide by motor vehicle and failure to remain at the scene of an accident causing bodily injury or death.

Authorize judges to suspend or revoke convicted drunk drivers' licenses.

Require the MVA to suspend the licenses of drunk drivers who are granted probation before judgment.

Allow for the return to the local community a portion of any fine levied upon the convicted drunk driver for increased local anti-drunk driving efforts.

Mandate that all rehabilitative programs be financially supported by the violator-client.

### FAIR SHARE FUNDING

The City should deal directly with the Federal or Maryland Department of Transportation in obtaining the City's fair share of Highway Safety Funds for drunk driving programming.

### INTRODUCTION

Drunk driving is a topic that has been studied at the federal, state, and local government levels throughout the United States and abroad. Unfortunately, Baltimore City is not immune to this problem, and this Task Force has not identified any simple cure-all solutions. In fact, our

recommendations, although simplistic on their face, call for intense cooperation between government (at all levels), businesses and private individuals.

The core issue complicating and perpetuating the drunk driving problem is that both behaviors associated with it -- drinking alcohol and driving a motor vehicle -- in and of themselves are legitimate, acceptable social behavior. The catastrophe occurs when these two behaviors mix on our streets. Most of us drive, and approximately two-thirds of us consume alcoholic beverages. This often leads us to conclude that "there, but for the grace of God, go I", after an auto tragedy resulting from drunk driving. This attitude must be changed in order to impact upon the drunk driving problem. If this attitude of accepting the drunk driver as just another unfortunate by-product of modern living can be changed, our community will have loosened the drunk driver's grip on society.

Citizens, motorists, police, court officials and public administrators must come to realize the fatal consequences of misplaced guilt. We, as a community, must accept the fact that people drink alcohol because they choose to; people drive because they choose to; and people drive drunk because they choose to. Therein lies the key to a practical approach to the drunk driving problem. Programs must be designed to bring people to the realization that drinking and driving don't mix, that drunk driving is not socially acceptable, that if someone chooses to drive while drunk, the ramifications are severe and inescapable.

The task facing our City is a monumental one. However, we Baltimoreans have demonstrated, time and time again, that we possess the determination and wherewithal to take on difficult tasks and accomplish our goals.

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The task facing our City is a monumental one. However, we Baltimoreans have demonstrated, time and time again, that we possess the determination and wherewithal to take on difficult tasks and accomplish our goals.

Our recommendations are not based upon "tinkering" with systems or procedures or upon requests for more police, more prosecutors, or more laws; although all of these play some role in our City's comprehensive approach. This Task Force believes the "system tinkering" approach may be successful in stopping the individual drunk driver, who is already in the system, but is ineffectual as far as impacting upon the overall problem of drunk driving. The solution, as reported in the Presidential Commission of Drunk Driving, is prevention. Prevention can only take hold and last over time, if it is socialized within each of us. This can only be accomplished through the serious, long-term efforts of all our social institutions -- family, church, school, business and government.

To this end, this Task Force respectfully recommends the following:

CITY ADMINISTRATION

RECOMMENDATION #1

BECAUSE OF THE SUBSTANTIAL COSTS TO INDIVIDUAL VICTIMS, FAMILIES, BUSINESS AND OUR COMMUNITY, COMBATTING DRUNK DRIVING SHOULD REMAIN A CITY PRIORITY

RECOMMENDATION #2

THE MAYOR'S CABINET SHOULD BE THE VEHICLE BY WHICH THE CITY RECEIVES ACTIVE SUPPORT FOR ESTABLISHING THE DRUNK DRIVING PROBLEM AS A CITY PRIORITY

The Cabinet should be charged with establishing general objectives for the City, e.g., enforcement, education and rehabilitation, as well as defining their own agencies' responses to the drunk driving problem as it affects their employees. All agency heads should be charged with identifying, implementing and sharing anti-drunk driving strategies.

NOTE: One of the problems in combatting drunk driving seems to be a lack of coordination among the various city, state and federal agencies involved in the fight. It is our hope that the above recommendation will aid in promoting better coordination and cooperation, at least among city and city-servicing agencies.

### RECOMMENDATION #3

THE MAYOR AND CITY COUNCIL SHOULD  
ESTABLISH A DRUNK DRIVING MONITORING  
COMMITTEE

The Monitoring Committee should have permanent responsibility for overseeing the management and coordination of the City's drunk driving efforts. The Monitoring Committee should consist of persons who are directly involved, or have a vested interest, in the City being successful in its drunk driving programming. Basically, the Monitoring Committee will be the City's watchdog for drunk driving. (Throughout this Report, duties and responsibilities of the Monitoring Committee are offered.) The Monitoring Committee should have the authority to solicit needed information from any agency for evaluation purposes. The Monitoring Committee should make an annual report to the Mayor and City Council, concerning Baltimore's progress in addressing the drunk driving problem. An initial task of the Monitoring Committee would be to monitor the implementation of those recommendations of this Task Force which are accepted by the Mayor.

### PUBLIC INFORMATION

This Task Force agrees with the National Highway Traffic Safety Administration's statement that "the most critical ingredient for a successful long-term program to combat drunk driving is a comprehensive community-based approach."

The first step in this long-term process is to provide people with information in order to expand their awareness and focus attention on the drunk driving problem. Also, information must be presented that will provide direction toward individual solutions within families, social organizations and institutions. It is our belief that the community leader, business person, and private citizen, when armed with this information, will not only recognize the magnitude of the problem, but also their responsibility in seeking solutions.

### RECOMMENDATION #4

THE CITY SHOULD JOIN WITH BUSINESS,  
INDUSTRY AND THE MEDIA IN A  
CAMPAIGN TO HEIGHTEN COMMUNITY  
AWARENESS CONCERNING THE NATURE OF  
THE DRUNK DRIVING PROBLEM AND TO  
PROVIDE FACTUAL INFORMATION  
ADDRESSING WHAT EACH INDIVIDUAL  
MUST DO TO END THIS SOCIAL MENACE

These campaigns must be long-term and consistent. Unfortunately, drunk driving has been around a long time and it will take considerable time to satisfactorily impact upon it and its demise. The Presidential Commission on Drunk Driving estimates that at least a decade of intensive programming is required to change peoples' attitudes and behavior to eliminate this social

evil. To be most effective, these public education campaigns should target particular audiences, (e.g., youth, tavern owners, motorists, the judiciary and others) in order to meet the special needs and interests of particular groups.

**RECOMMENDATION #5**

THE CITY'S PUBLIC INFORMATION OFFICERS SHOULD BE RESPONSIBLE FOR DEVELOPING AND ADMINISTERING THE CITY'S IN-HOUSE AND PUBLIC INFORMATION CAMPAIGNS, COORDINATING WITH STATE AND NATIONAL EFFORTS

Public education campaigns should be designed for various effects; examples being:

- (1) to induce prevention by raising the perceived risk of arrest;
- (2) to publicize special campaigns, such as "Project Prom Night" and "Drunk Driving Awareness Week"; and,
- (3) to inform the public about the effect of alcohol consumption on driving skills and how to judge these effects in themselves and their friends.

Although the most effective way to reach people is through the news media--print, radio and television, the news media's attention span appears to be short-lived and incident/event specific. Therefore, this Task Force suggests that reporters be directly and continually involved in planning and administering these campaigns.

**RECOMMENDATION #6**

PUBLIC INFORMATION CAMPAIGNS SHOULD ENCOURAGE ALL MOTORISTS AND MOTOR VEHICLE OCCUPANTS TO WEAR SEAT BELTS AND USE CHILD RESTRAINT DEVICES

Wearing seat belts and using child restraint devices has been recognized nationally as the best defense available against the drunk driver currently on our streets.

**RECOMMENDATION #7**

THE MAYOR SHOULD CALL FOR A COMMITTEE, STAFFED BY THE MONITORING COMMITTEE, OF REPRESENTATIVES FROM THE BUSINESS-RELIGIOUS-SOCIAL COMMUNITY TO:

- (1) PROMOTE EDUCATIONAL ANTI-DRUNK DRIVING PROGRAMS FOR THEIR MEMBERS/EMPLOYEES,
- (2) DEVELOP GUIDELINES ON COMPANY/ORGANIZATION SPONSORED ALCOHOL-RELATED FUNCTIONS,
- (3) IMPLEMENT EMPLOYEE/MEMBER ASSISTANCE PROGRAMS TO DEAL WITH DRINKING PROBLEMS, ESPECIALLY AS THESE RELATE TO DRUNK DRIVING, AND
- (4) COOPERATE WITH OTHER CITY DRUNK DRIVING REDUCTION EFFORTS

Businesses, religious and social organizations are formed to promote their members' best interest and to improve their life quality. These groups must recognize that this responsibility includes the safe driving habits of their membership. These groups are held accountable for the behavior of their members in the press, in the public eye and in the courts. It is, therefore, in their best interest to join with the City in addressing the drunk driving problem.

**RECOMMENDATION #8**

THE MAYOR, THROUGH THE MONITORING COMMITTEE, SHOULD WORK WITH BALTIMORE'S LICENSED BEVERAGE ASSOCIATIONS TO ESTABLISH A "CALL-A-FRIEND" OR "PHONE-HOME" PROGRAM

Some responsible drivers find themselves situationally "trapped" into drunk driving, due to an occasional bout of irresponsible drinking. If responsible drivers find themselves unable to safely drive, they should be able to stop at a local bar, tavern or lounge for assistance. The establishment's employees, upon notification of the driver's predicament, should place a call and arrange for these responsible drivers to proceed safely.

**YOUTH PROGRAMMING**

Youth comprise a high proportion of both drunk drivers and victims of drunk driving. Children of school age must be educated about alcohol use and its effects. The problem for youth is compounded because they are both inexperienced alcohol drinkers and inexperienced motor vehicle operators.

Also, by getting needed information to children at an early age, through schools and targeted programming, we increase the opportunity of changing long-term attitudes toward behaviors related to alcohol use and drunk driving.

**RECOMMENDATION #9**

THE BALTIMORE POLICE SAFETY CITY PROGRAM SHOULD INCLUDE A LESSON PLAN TO TEACH ITS AUDIENCE ABOUT DRUNK DRIVING, BY EXPLAINING THE EFFECTS OF ALCOHOL ON DRIVING AND THEN HAVING SOME OF THE CHILDREN RUN THE COURSE AS SOBER DRIVERS AND OTHERS AS DRUNK DRIVERS

**RECOMMENDATION #10**

TEACHERS, ESPECIALLY THOSE INVOLVED WITH HEALTH CARE AND DRIVING INSTRUCTION, SHOULD BE PROVIDED TRAINING SO THEY CAN INCLUDE DRUNK DRIVING INFORMATION AS PART OF THEIR CURRICULUM

**RECOMMENDATION #11**

OUR SCHOOLS SHOULD ENCOURAGE AND PROMOTE STUDENT GOVERNMENT SPONSORED PEER-SUPPORT GROUPS AND PROGRAMS, SUCH AS ALATEEN, STUDENTS AGAINST DRUNK DRIVING AND PROM NIGHT



**RECOMMENDATION #12**

SPORTS AND PHYSICAL EDUCATION DEPARTMENTS SHOULD ESTABLISH INFORMATION NETWORKS CONCERNING ALCOHOL AND ITS EFFECT ON THE ABILITY TO COMPETE IN SPORTS AND TO FUNCTION ON OUR STREETS AS A MOTORIST OR PEDESTRIAN

**RECOMMENDATION #13**

OUR SCHOOLS SHOULD INVOLVE PARENTS AND PARENT-TEACHER ORGANIZATIONS/ASSOCIATIONS IN THE EDUCATION OF CHILDREN ABOUT DRUNK DRIVING

This would not only provide children with the home re-enforcement that is vital to acceptance, but it would also give parents factual information that may aid in changing their own attitudes toward drunk driving. Parents cannot expect teachers to be the sole source of guidance for their children when it comes to serious matters, such as alcohol use and drunk driving. Children need to know and see how their role-models, the parents, really feel and act about such matters. Our schools should encourage parental involvement by providing parents with the information, in take-home form, which they need to make an informed, responsible difference in their children's lives.

**THE PROBLEM DRINKER**

This Task Force believes that, because of their unique characteristics and because of the danger caused by their driving habits, problem drinkers merit special attention and firm sanctions upon identification.

Some characteristics of problem drinkers are that they:

- (1) make up 10% of our adult population,
- (2) are involved in 2/3 of all alcohol-related traffic fatalities,
- (3) do not change their drinking and driving habits despite of slogans or arrests, and
- (4) will continue to drive even if their licenses are revoked.

The above characterization may lead to an attitude of hopelessness. However, the Task Force believes the problem drinker/driver can be dealt with effectively. The bottom line is that problem drinkers who drive drunk, must be removed from our streets until they have learned and demonstrated that they can handle their drinking problem and drive responsibly.

**RECOMMENDATION #14**

THE MAYOR, THROUGH THE CITY'S MONITORING COMMITTEE, SHOULD ENCOURAGE THE MARYLAND MOTOR VEHICLE ADMINISTRATION (MVA) TO IMMEDIATELY SUSPEND THE LICENSE OF ANY DRIVER WHO REFUSES TO TAKE A CHEMICAL TEST FOR ALCOHOL WHEN STOPPED BY A LAW ENFORCEMENT OFFICIAL

**RECOMMENDATION #15**

THE MAYOR, THROUGH THE CITY'S MONITORING COMMITTEE, SHOULD ENCOURAGE THE MVA TO HOLD AN IMMEDIATE ADMINISTRATIVE LICENSE SUSPENSION HEARING PENDING TRIAL OF

THOSE DRIVERS WHOSE CHEMICAL TEST INDICATES A BAC ABOVE THE LEGAL LIMIT

RECOMMENDATION #16

THE MAYOR, THROUGH THE CITY'S MONITORING COMMITTEE, SHOULD ENCOURAGE THE MVA TO REVIEW ITS HEARING OFFICER PROCEDURES TO ELIMINATE THE ISSUANCE OF SPECIAL RESTRICTED LICENSES FOR CONVICTED DRUNK DRIVERS

RECOMMENDATION #17

THE MAYOR, THROUGH THE CITY'S MONITORING COMMITTEE, SHOULD ENCOURAGE THE MVA TO PLACE INDICATORS ON THE DRIVER'S LICENSE AND REGISTRATION PLATES (LICENSE PLATES) OF ALL PERSONS CONVICTED OF A SECOND OFFENSE OF DRUNK DRIVING WITHIN A THREE YEAR PERIOD

RECOMMENDATION #18

THE MAYOR, THROUGH THE CITY'S MONITORING COMMITTEE, SHOULD ENCOURAGE AGENTS OF THE STATE'S DRUNK DRIVER MONITORING PROGRAM TO

PERSONALLY ENSURE THAT ITS CLIENTS ARE LIVING UP TO THE CONDITIONS OF PROBATION AND TREATMENT

Note: This Task Force received disturbing accounts of clients driving drunk to treatment and/or after treatment going out for a couple of drinks and driving home drunk. It is our opinion that anyone suspected of violating a treatment program or probation for drunk driving should be re-tested for blood alcohol content, and, when appropriate, charged anew and returned to the court which originally placed the individual on probation or in treatment.

These recommendations, concerning the driving problem drinker may seem harsh, but one must remember their characteristics and the misery they inflict. This Task Force believes these recommendations are justified.

LAW ENFORCEMENT

RECOMMENDATION #19

THE POLICE DEPARTMENT SHOULD INCREASE THE COMPLEMENT OF ITS SPECIALIZED DRUNK DRIVING UNIT TO PROVIDE FOR 7-DAY COVERAGE

Enforcement efforts on the front end must be increased. Currently, the Police Department's manpower allocation/assignment does not allow for an around-the-clock specialized enforcement unit that will not only increase the drunk driver's chances of being apprehended, but, when publicized, will lead to prevention. This increase in personnel and enforcement activity will visibly demonstrate the City's commitment to its drunk driving policy.

REHABILITATION

Now, that we, in theory, have removed drunk drivers from our streets, it is also our duty to help restore them to being safe, responsible drivers.

RECOMMENDATION #20

THE STATE'S ATTORNEY'S OFFICE SHOULD SEEK REHABILITATIVE SERVICES FOR CONVICTED DRUNK DRIVERS AND THE JUDICIARY SHOULD SERIOUSLY CONSIDER THE RECOMMENDATIONS OF THE PROSECUTOR. REHABILITATIVE SERVICES SHOULD BE REQUIRED IN ADDITION TO PUNITIVE SANCTIONS, e.g., COMMUNITY SERVICE, FINES, WORK RELEASE

RECOMMENDATION #21

THE CITY'S MONITORING COMMITTEE SHOULD MAKE THE JUDICIARY MORE AWARE OF THE AVAILABLE ALCOHOL TREATMENT SERVICES ON A CONTINUING BASIS. THIS INFORMATION SHOULD INCLUDE THE SUCCESS/FAILURE RATES OF THESE SERVICES

RECOMMENDATION #22

THE CITY'S MONITORING COMMITTEE SHOULD RESEARCH INNOVATIVE SANCTIONS FOR CONVICTED DRUNK

DRIVERS, SUCH AS HOME INCARCERATION, AND SHARE THIS INFORMATION WITH THE JUDICIARY

RECOMMENDATION #23

THE MAYOR, THE MAYOR'S CABINET, AND THE CITY'S MONITORING COMMITTEE SHOULD SEEK OUT MORE INTENSIVE TREATMENT PROGRAMS FOR DRUNK DRIVERS, ESPECIALLY REPEATERS

RECOMMENDATION #24

THE CITY'S HEALTH DEPARTMENT ALCOHOLISM CENTER SHOULD FOCUS ON DRUNK DRIVING CLIENTS BECAUSE OF THE ADDITIONAL PUBLIC SAFETY THREAT PRESENTED BY THIS CLIENT GROUP. ALSO, THE CITY SHOULD PROVIDE MORE RESOURCES FOR CONTINUED CARE OF OTHER CLIENTS IN NEED OF ALCOHOL REHABILITATION

RECOMMENDATION #25

THE MAYOR, THROUGH THE CITY'S MONITORING COMMITTEE, SHOULD ENCOURAGE THE GOVERNOR TO ESTABLISH THE POSITION OF DRUNK DRIVING REHABILITATION OFFICER, WHO WOULD BE RESPONSIBLE FOR EVALUATING TREATMENT SERVICES FOR DRUNK

DRIVERS THROUGHOUT THE STATE. THE STANDARDIZATION OF ASSESSMENT AND TREATMENT SHOULD BE A STATE GOAL. ONE STEP TOWARD ACCOMPLISHING THIS GOAL WOULD BE STATE-PROVIDED ENHANCEMENT TRAINING FOR ASSESSMENT AND TREATMENT STAFF

LEGISLATION

This Task Force fully recognizes that peoples' attitudes and behavior cannot be legislated and that funds are limited. However, some legislative initiatives are needed to complement our drunk driving program. It is our hope that the Mayor's Coordinating Council on Criminal Justice's Legislative Subcommittee and the Mayor's Liaison to the General Assembly will work toward enactment of our legislative recommendations.

Our legislative recommendations fall into two general categories: Prosecutorial initiatives, designed to provide the State's Attorney with better tools to do his job, and Funding initiatives, designed to eventually provide for self-sustaining drunk driving programming, not only for the City, but throughout the State.

RECOMMENDATION #26

LEGISLATION SHOULD BE ENACTED WHICH PROVIDES FOR A SIX-MONTH MANDATORY LICENSE SUSPENSION OF AN INDIVIDUAL WHO REFUSES TO SUBMIT TO A CHEMICAL TEST FOR INTOXICATION FOLLOWING AN ARREST FOR DRIVING WHILE INTOXICATED OR DRIVING UNDER THE INFLUENCE

RECOMMENDATION #27

LEGISLATION SHOULD BE ENACTED WHICH PROVIDES FOR A ONE-YEAR MANDATORY LICENSE SUSPENSION OF AN INDIVIDUAL WHO REFUSES TO SUBMIT TO A CHEMICAL TEST FOR INTOXICATION FOLLOWING AN ARREST FOR DRIVING WHILE INTOXICATED OR DRIVING UNDER THE INFLUENCE AS A RESULT OF AN ACCIDENT THAT RESULTS IN THE DEATH OF ANOTHER PERSON

RECOMMENDATION #28

LEGISLATION SHOULD BE ENACTED WHICH PROVIDES THAT REFUSAL TO TAKE A CHEMICAL TEST FOR INTOXICATION IS ADMISSIBLE IN EVIDENCE AT TRIAL

RECOMMENDATION #29

LEGISLATION SHOULD BE ENACTED WHICH INCREASES THE STATUTE OF LIMITATIONS TO THREE (3) YEARS IN CASES INVOLVING AUTO-MANSLAUGHTER, HOMICIDE BY MOTOR VEHICLE AND FAILURE TO REMAIN AT THE SCENE OF AN ACCIDENT CAUSING BODILY INJURY OR DEATH

RECOMMENDATION #30

LEGISLATION SHOULD BE ENACTED WHICH PROVIDES JUDGES WITH THE AUTHORITY, FOLLOWING THE CONVICTION OF AN

ALCOHOL-RELATED TRAFFIC OFFENSE, TO SUSPEND OR REVOKE THE DEFENDANT'S LICENSE

RECOMMENDATION #31

LEGISLATION SHOULD BE ENACTED WHICH REQUIRES THE MOTOR VEHICLE ADMINISTRATION TO SUSPEND THE LICENSE OF ANY PERSON WHO IS GRANTED PROBATION BEFORE JUDGMENT FOR DRIVING WHILE INTOXICATED OR DRIVING UNDER THE INFLUENCE

RECOMMENDATION #32

THE SECOND OFFENDER DRUNK DRIVER LAW SHOULD BE AMENDED TO REQUIRE A MANDATORY INCARCERATION SENTENCE AND/OR COMMUNITY SERVICE FOR CONVICTED OFFENDERS

RECOMMENDATION #33

LEGISLATION SHOULD BE ENACTED TO UP-GRADE FROM A MISDEMEANOR TO A FELONY CAUSING DEATH OR PERSONAL INJURY AS A RESULT OF A MOTOR VEHICLE ACCIDENT INVOLVING DRUNK DRIVING. THE LEGISLATION SHOULD PROVIDE FOR THE ONE-YEAR MANDATORY SUSPENSION OF THE OFFENDER'S LICENSE

RECOMMENDATION #34

LEGISLATION SHOULD BE ENACTED TO REDUCE THE BLOOD ALCOHOL CONTENT (BAC) LEVEL FOR DRIVING WHILE INTOXICATED TO 0.10. AND DRIVING UNDER THE INFLUENCE TO 0.05 (THIS WOULD PLACE MARYLAND IN LINE WITH THE NATIONAL STANDARD, AND MAY LEAD TO THE RELEASE OF ADDITIONAL HIGHWAY SAFETY MONIES TO THE STATE.)

RECOMMENDATION #35

LEGISLATION SHOULD BE ENACTED TO ALLOW FOR THE RETURN TO THE LOCAL COMMUNITY (JURISDICTION OF ORIGIN) A PORTION OF ANY FINE LEVIED UPON CONVICTED DRUNK DRIVERS. THE LEGISLATION SHOULD REQUIRE THAT THESE RETURNED MONIES BE USED FOR LOCAL DRUNK DRIVING INITIATIVES, OVER AND ABOVE CURRENT LOCAL FUNDING AND PROGRAMMING

FAIR SHARE FUNDING

RECOMMENDATION #36

LEGISLATION SHOULD BE ENACTED TO PROVIDE THAT ALL REHABILITATION PROGRAMS BE FINANCIALLY SUPPORTED BY THE VIOLATOR

RECOMMENDATION #37

THE CITY, THROUGH ITS MONITORING COMMITTEE, SHOULD DEAL DIRECTLY WITH THE FEDERAL OR MARYLAND DEPARTMENT OF TRANSPORTATION IN OBTAINING HIGHWAY SAFETY FUNDS FOR COMBATTING DRUNK DRIVING

It appears to this Task Force that the City is not receiving its fair share of federal Highway Safety monies for combatting drunk driving. This statement is based upon the percentage of money channelled into Baltimore through the Maryland State Police, compared to the City's disproportionate share of the State's drunk driving problem.

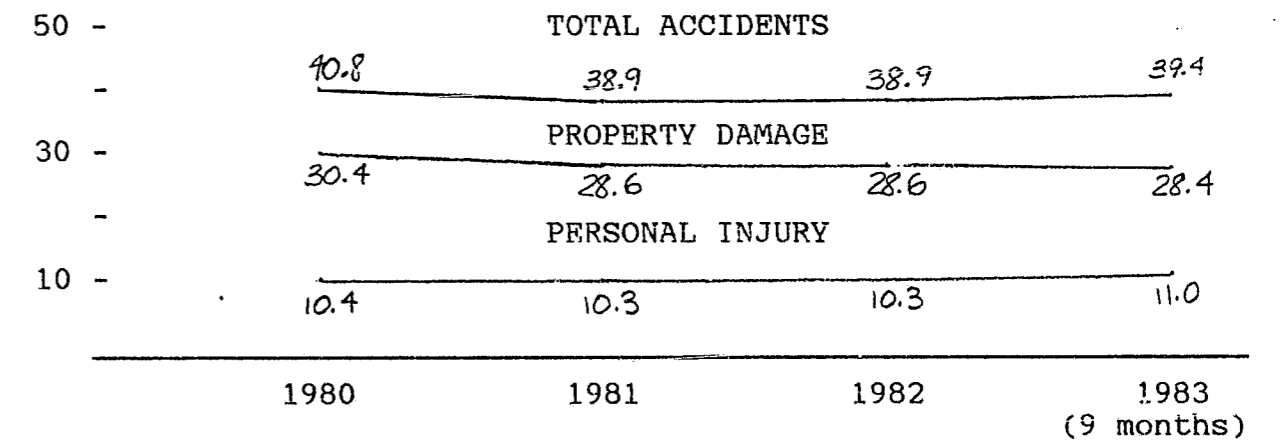
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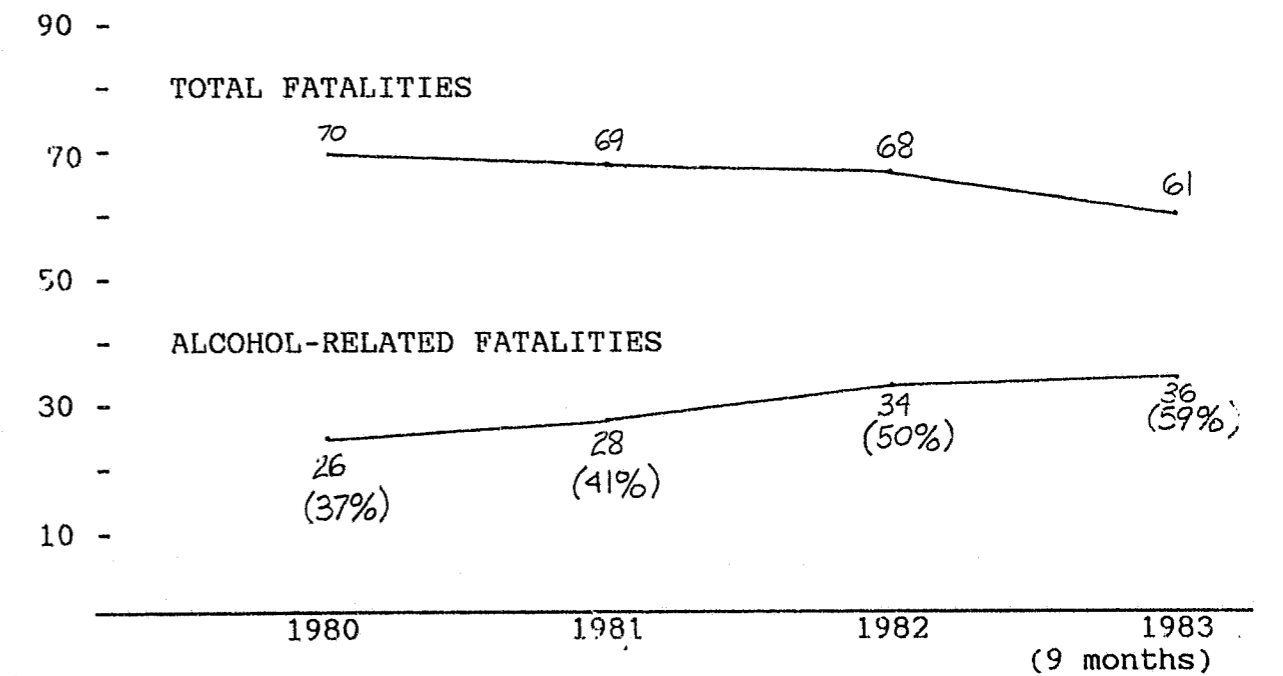
APPENDIX A

BALTIMORE POLICE TRAFFIC ENFORCEMENT ACTIVITY  
1980-1983

I. A Breakdown of Accident Activity (in thousands)



II. A Comparison of Alcohol-related Fatalities to Total Fatalities



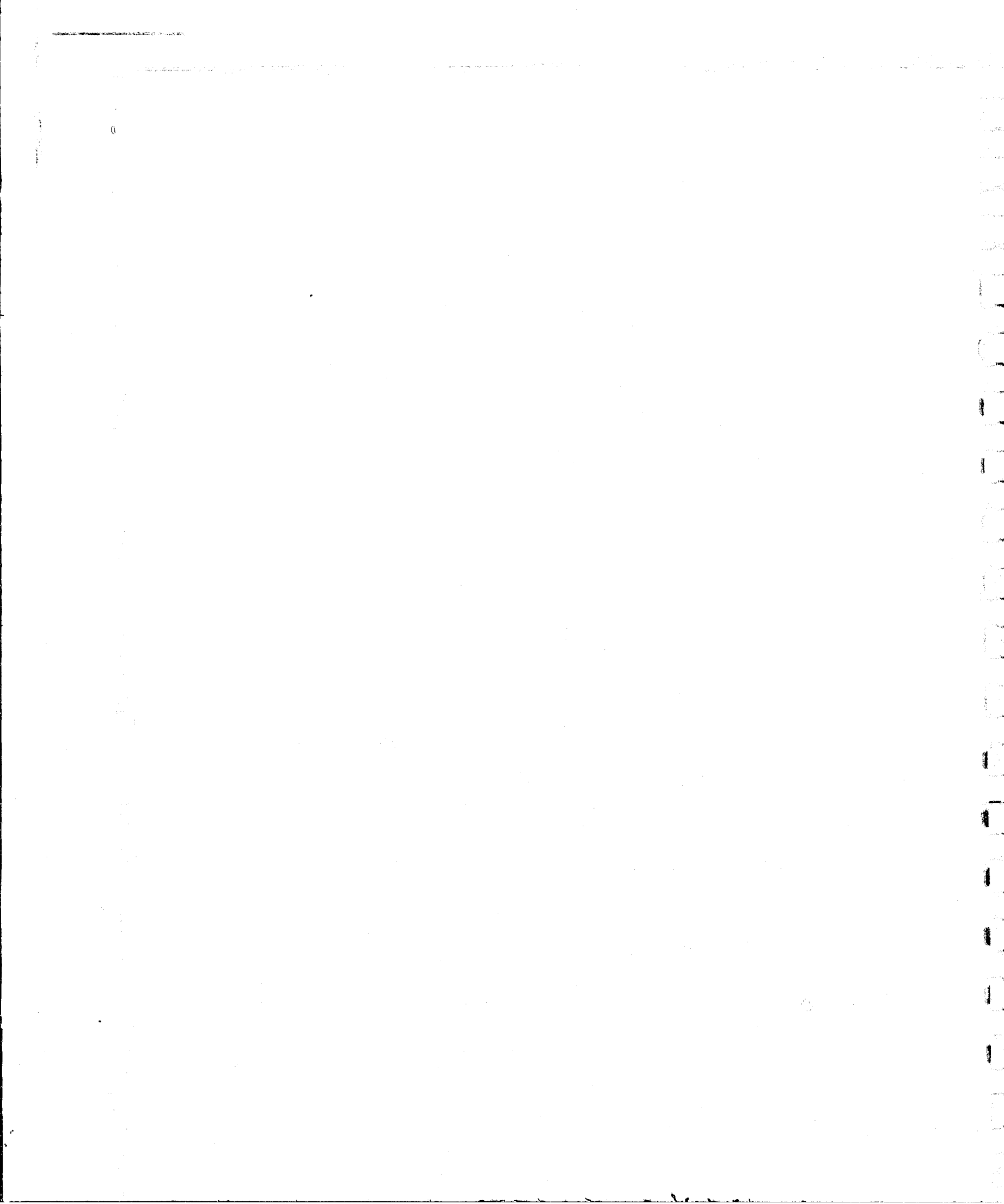
July 13, 1984

APPENDIX B

MOTOR VEHICLE ACCIDENTS - "PROBABLE CAUSE"

<u>YEAR</u>	<u>ALCOHOL</u>		<u>DRUGS</u>	
	Primary Cause	Secondary Cause	Primary Cause	Secondary Cause
1980	0	12	0	0
1981	0	10	0	0
1982	0	12	0	0
1983 (9 months)	0	12	0	0
<u>ALCOHOL RELATED</u>				
Personal Injury Accidents				
1980	227	222	9	13
1981	199	240	12	18
1982	201	278	9	13
1983 (9 months)	80	244	3	12
<u>TOTAL - ALCOHOL RELATED ACCIDENTS</u>				
1980	788	505	36	37
1981	624	637	26	45
1982	656	642	26	43
1983 (9 months)	228	559	10	38





APPENDIX C

D. W. I.

BALTIMORE CITY ARRESTS - 1980-1983

<u>YEAR</u>	<u>STATE</u>	<u>CITY</u>	<u>%PERCENT</u>
1980	15,575	2561	16
1981	23,651	2756	11
1982	33,556	3133	9
1983	33,778	3253	9.5

APPENDIX D

FEDERAL ENFORCEMENT FUNDS: STATE VS. CITY

1980-1984

FEDERAL FUNDS

<u>YEAR</u>	<u>STATE</u>	<u>CITY</u>
1980	2,986,888	97,926.00
1981	2,622,981	94,300.00
1982	1,409,149	60,500.00
1983	1,392,718	70,000.00
1984	1,435,680	65,000.00

APPENDIX E

MARYLAND HIGHWAY SAFETY FUND - 402

1980-1984

	<u>NHTSA*</u>	<u>FHWA+</u>	<u>TOTAL 402-FUNDS</u>
FY-1980	\$2,986,888	\$ 429,667	\$ 3,416,555
FY-1981	2,622,981	430,823	3,053,804
FY-1982	1,409,149	146,815	1,555,964
FY-1983	1,392,713	146,893	1,539,611
FY-1984	<u>1,435,680</u>	<u>147,333</u>	<u>1,583,013</u>
	\$9,847,416	\$1,301,531	\$11,148,947

\*National Highway Traffic Safety Administration  
 +Federal Highway Administration

**END**