

# HIGHWAY TO JUSTICE

Summer 2018

From The ABA with support from the National Highway Traffic Safety Administration

## THREE APPROACHES TO HELP REACH ZERO TRAFFIC FATALITIES

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Itasca, Illinois

For the first time since recordkeeping began over 100 years ago, preventable injury has catapulted to the #3 overall cause of death for Americans. Motor vehicle crashes are a top cause of preventable death throughout our lives. However, crashes disproportionately affect children and young adults, meaning they take the lives of those who have the most life left to live.<sup>1</sup> We drive safer cars, we know what causes crashes, and yet we are still moving in the wrong direction when it comes to motor vehicle deaths.

|    | Age 1-4              | Age 5-14             | Age 15-24            | Age 25-34          | Age 35-44          | Age 45-54          |
|----|----------------------|----------------------|----------------------|--------------------|--------------------|--------------------|
| 1  | Congenital anomalies | Motor Vehicle        | Motor Vehicle        | Poisoning          | Poisoning          | Cancer (all types) |
| 2  | Drowning             | Cancer (all types)   | Suicide              | Cancer (all types) | Cancer (all types) | Heart Disease      |
| 3  | Motor Vehicle        | Suicide              | Homicide             | Motor Vehicle      | Heart Disease      | Poisoning          |
| 4  | Cancer (all types)   | Congenital anomalies | Poisoning            | Homicide           | Suicide            | Suicide            |
| 5  | Homicide             | Homicide             | Cancer (all types)   | Cancer (all types) | Motor Vehicle      | Liver Disease      |
| 6  | Suffocation          | Drowning             | Heart Disease        | Heart Disease      | Homicide           | Diabetes           |
| 7  | Heart Disease        | Heart Disease        | Drowning             | Liver Disease      | Liver Disease      | Motor Vehicle      |
| 8  | Fire/burn            | CLRD                 | Congenital anomalies | Diabetes           | Diabetes           | Stroke             |
| 9  | Flu/Pneum            | Fire/burn            | Diabetes             | Stroke             | Stroke             | CLRD               |
| 10 | Septicemia           | Stroke               | CLRD                 | HIV                | HIV                | Septicemia         |

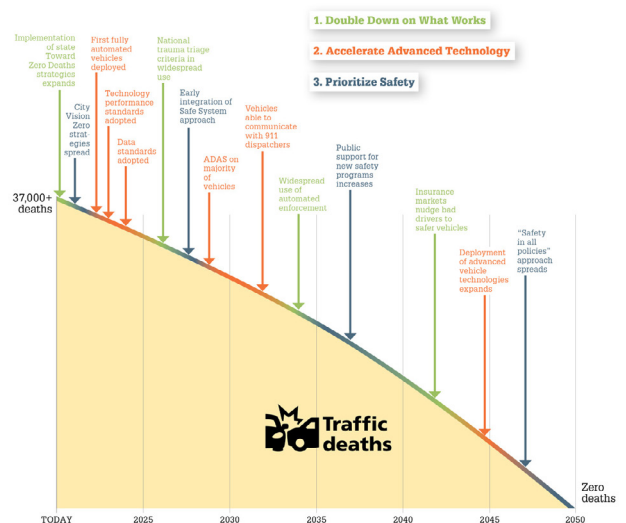
Figure 1 Comparison of Preventable Causes with Other Leading Causes of Death, 2016. Source: NSC Analysis of NCHS Data

Today, motor vehicle crashes are also the leading cause of fatalities in the workplace.<sup>2</sup> Our cultural novocaine regarding roadway fatalities has yet to wear off, but making headway in transportation safety is far from impossible. In the last century, working on the railroad has gone from one of the deadliest jobs—with thousands of rail worker deaths a year—to an industry with fewer than twenty on-the-job fatalities annually<sup>3</sup> as a result of significant commitment to send every employee home safely. In the last two decades we have seen

commercial aviation transform. In the 1990s there was an average of one or two domestic airline crashes a year. Due to critical interventions by aviation stakeholders, we went for nine years without a single fatal U.S. commercial aviation crash.<sup>4</sup>

The Road to Zero Coalition<sup>5</sup> was announced in 2016<sup>6</sup> with a vision of eliminating roadway fatalities by 2050. Beginning with the premise that zero was the right goal, the Coalition follows in the footsteps of Towards Zero Deaths<sup>7</sup> and Vision Zero programs.<sup>8,9</sup> Working in concert with road safety researchers and experts, the nearly 700 member-strong Coalition has created a blueprint to help identify obstacles and opportunities on the road towards zero roadway fatalities. The recently released report, *The Road to Zero: A Vision for Achieving Zero Roadway Deaths by 2050*, identifies three major actions needed to get us to zero: double down on what works, accelerate promising technology, and prioritize safety through culture change and a safe system approach.

### Three approaches working together to reduce roadway deaths to zero



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*Highway to Justice* is a publication of the American Bar Association (“ABA”) and the National Highway Traffic Safety Administration (“NHTSA”). The views expressed in *Highway to Justice* are those of the author(s) only and not necessarily those of the ABA, the NHTSA, or the government agencies, courts, universities or law firms with whom the members are affiliated.

We would like to hear from other judges. If you have an article that you would like to share with your colleagues, please feel free to submit it for inclusion in the next edition of *Highway to Justice*.

To submit an article, please send it to the editor, Hon. Neil Edward Axel [neilaxel49@gmail.com](mailto:neilaxel49@gmail.com) with a copy to the staff liaison, [Cheronne.Mayes@americanbar.org](mailto:Cheronne.Mayes@americanbar.org). Please contact Ms. Mayes for editorial guidelines.

The deadline for submission of articles for the Fall issue is August 29.

## THREE APPROACHES TO HELP REACH ZERO TRAFFIC FATALITIES

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**Doubling down on what works** begins with refocusing on successful traffic safety strategies that address familiar hazards such as speed, impairment and distraction, but also renewing our commitment to key safety habits like wearing seat belts. To date, tens of thousands of lives have been saved through these measures<sup>10</sup> and doubling down on existing traffic safety actions keeps that momentum moving forward. Advancing proven counter-measures is an obvious step, but the reality is that we have inconsistent applications of best practices meaning that nationwide, we can do better.

**Accelerating technology** can help drivers avoid dangerous mistakes and assist with safe vehicle operation. If we are to achieve significant, near-term gains in roadway safety, it will require a commitment to advancing, adopting and accelerating technology throughout the fleet. While widespread ownership or use of self-driving cars is decades away, a recent study by Carnegie Mellon found that just three existing technologies could save upwards of 10,000 lives each year—forward collision warning, lane departure warning, and blind spot monitoring.<sup>11</sup>

Accelerating promising technologies, updating our fleets, creating common terminology and educating consumers will pave the way to making crash avoidance an expectation, not a hope. Moreover, the promise of life-saving technology doesn't end with the vehicle itself, it also applies to the environment and emergency response. Smart grid technologies, automated enforcement, real-time transmission of crash forces and vital health information for first responders can all reduce the death toll.

**Prioritizing Safety** in our decision making will drive measurable improvement in outcomes at the national and local level. We demand 100 percent safe operations in aviation, marine, pipeline, rail and transit; we should cultivate a corresponding societal demand for safe roads. The U.S. is trailing our international counterparts in addressing road safety.<sup>12</sup>

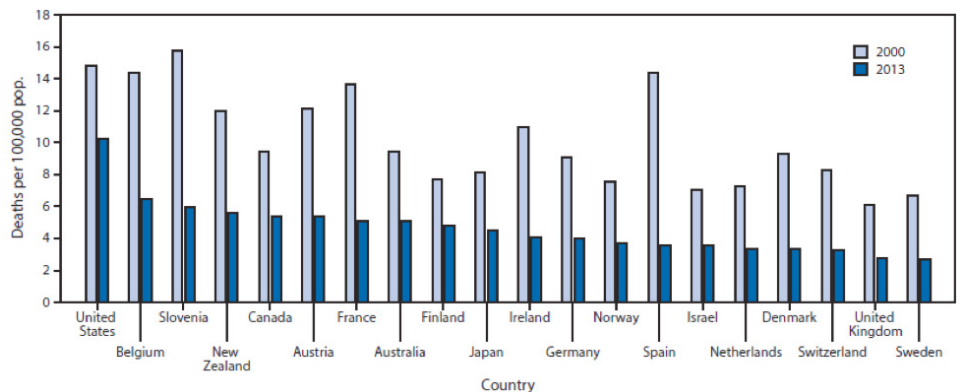


Figure 2 Motor vehicle crash deaths per 100,000 population—20 high-income countries, 2000 and 2013. Source: CDC

With a 14 percent increase in motor vehicle fatalities between 2014 and 2017, immediate improvements are needed to arrest this deadly trend.

Those in the judicial system will play a key role in state and local efforts to do so. The report highlights several different actions that can be taken to have an impact and reduce crash deaths.

Starting with efforts to double down on the policies that work, the judiciary can make a difference by supporting offender accountability as well as evidence-based practices proven to help reduce recidivism. DWI Treatment Courts, ignition interlocks, and the use of clinically reliable screening and assessment tools to incorporate appropriate treatment into sentences have all been shown to be effective in the past. Some of these most effective safety policies have not been used to their full potential, but enhanced enforcement and adopting best practices in courts across the nation could lead to further gains in safety.

# THREE APPROACHES TO HELP REACH ZERO TRAFFIC FATALITIES

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Judges and others can also help by playing a role in the building of a safety culture. Safety culture, according to the report, is the broad set of attitudes and beliefs that underlie people's decisions. Safety culture affects judgment about priorities in individual behavior and support for collective decisions about what is most important in our communities. With the judicial system helping to hold violators accountable and using the courtroom to impress upon the community the importance of our traffic laws and highway safety, we can improve our chances of reaching zero.

We know humans will make mistakes, but a safe system approach ensures that those errors are less likely to result in fatalities. In urban areas, slowing down traffic in high risk areas makes it more likely that pedestrians and bicyclists will survive a collision. Driving down the higher per capita death toll in rural settings will take improving crash notifications, transmitting critical medical and health care information, and creating greater access to trauma centers.

Vision Zero cities have saved the lives of vulnerable road users by redesigning dangerous corridors and crash-prone intersections. Infrastructure improvements, automated enforcement, adjusting speed limits and traffic signal timing have created a safer road environment for the most vulnerable road users such as bicyclists and pedestrians.

Whether you live in an urban or rural environment, ride a bike, drive a car to work or walk to school, your safety should be prioritized. Over 100 people die every day in motor vehicle crashes on U.S. roadways.

Every one of these deaths is preventable. There is not a single person we would willingly sacrifice for the convenience of getting from point A to point B. And there is not a single reason in the world why we cannot get closer to our goal of zero.

*To learn more about the National Safety Council or to read the full report and join the Road to Zero Coalition, visit [nsc.org/roadtozero](http://nsc.org/roadtozero).*

## Endnotes:

1. National Safety Council. (2017). Injury Facts® <http://injuryfacts.nsc.org/>
2. National Safety Council. (2017). Injury Facts® <http://injuryfacts.nsc.org/>
3. Association of American Railroads <https://www.aar.org/>
4. Federal Aviation Administration <https://www.faa.gov/>
5. National Safety Council – Road to Zero Coalition [www.NSC.org/RoadtoZero](http://www.NSC.org/RoadtoZero)
6. National Highway Traffic Safety Administration <https://www.nhtsa.gov/press-releases/us-dot-national-safety-council-launch-road-zero-coalition-end-roadway-fatalities>
7. Towards Zero Deaths <http://www.towardzerodeaths.org/>
8. Vision Zero Initiative (Sweden) <http://www.visionzeroinitiative.com/>
9. Vision Zero Network (U.S.) <https://visionzeronetwork.org/>
10. National Highway Traffic Safety Administration (2015) *Countermeasures That Work*, Eighth Edition. <https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/812202-countermeasures-that-work-8th.pdf>
11. Carnegie Mellon University (2016) Cost and benefit estimates of partially-automated vehicle collision avoidance technologies. <https://pdfs.semanticscholar.org/85d2/e2293ea7370674762167c118ed8804ba10d5.pdf>
12. Centers for Disease Control and Prevention (2016) Vital Signs: Motor Vehicle Injury Prevention – United States and 19 Comparison Countries. <https://www.cdc.gov/mmwr/volumes/65/wr/mm6526e1.htm>

## NEW RESEARCH:

# AAA FOUNDATION ISSUES 10TH ANNUAL TRAFFIC SAFETY CULTURE INDEX

Earlier this year the AAA Foundation for Traffic Safety issued the results of its annual survey of more than 2,600 licensed drivers 16 years of age and older. As in previous surveys, the AAA Foundation identified drivers' attitudes and behaviors related to traffic safety, including impaired driving, distracted driving, seat belt use and other traffic behavior. As demonstrated in prior surveys, while most drivers prefer a greater level of security on our highways, their actual behaviors often contradict their attitudes about safety. As stated in the report:

Overall, drivers perceive unsafe driving behaviors such as talking on cellphones, texting, emailing, speeding and red-light running as serious threats to their personal safety. There is generally concordance between drivers' level of acceptance of certain behaviors with the level of threat each behavior poses to their personal safety.

Although there seems to be concordance between perceived threats to personal safety and acceptability of certain behaviors, there seems to be discordance between acceptability and threats to personal safety with certain behaviors engaged in by drivers themselves. **The survey findings reveal that drivers engage in behaviors they recognize as unsafe.**

*2017 Traffic Safety Culture Index*, at p. 25 (AAA Foundation for Traffic Safety, March 2018) (emphasis added).

Among the key findings of the 2017 survey are:

### Distracted Driving

- 87.5% of drivers perceive that distracted drivers are a bigger problem today than previously. Distracted driving was more of a growing concern to drivers than traffic congestion, aggressive driving, drugged driving, and drunk driving.
- Within the past 30 days, 49% of drivers talked on a hand-held cellphone, 45% read a text message or email, and 35% typed or sent a text message or email, while driving.
- 88% of drivers support legislation against reading, typing or sending a text message or email while driving, while 73% support a ban against hand-held cellphone use while driving.

### Impaired Driving

- 94% of drivers consider alcohol-impaired driving a serious threat to their personal safety, yet 13.5% reported driving at least once in the previous 12 months when they thought their alcohol levels may have been close to or over the legal limit.

## NEW RESEARCH:

# AAA FOUNDATION ISSUES 10TH ANNUAL TRAFFIC SAFETY CULTURE INDEX

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- 91% of drivers perceived people driving after using illegal drugs to be either a very serious threat or a somewhat serious threat to their personal safety.
- Almost 80% of drivers supported requiring alcohol-ignition interlocks on vehicles of drivers convicted of DWI, even for first offenders.
- 73% of drivers supported requiring built-in interlocks for all new vehicles.

### Marijuana & Driving

- 47.4% of drivers surveyed have used marijuana in their lifetimes, yet 82.3% of drivers supported a *per se* law for marijuana.
- 10.3% of drivers perceive driving after smoking marijuana as acceptable behavior, while only 5.8% of drivers deem driving after drinking alcohol to be acceptable behavior.

### Other Driving Behaviors

- Almost 43% of drivers admitted to driving through a red stoplight when they could have stopped safely in the past 30 days, yet 92.9% of drivers view that behavior as unacceptable behavior. An almost equal number of drivers (91.4%) perceive running red lights as a serious or somewhat serious threat to their personal safety.
- 86% of drivers believe it is unacceptable for one to drive a vehicle without wearing a seat belt.

The survey also disclosed that a significant number of drivers have been impacted in the past by serious motor vehicle crashes, either directly or indirectly. Specifically, nearly 1 in 3 drivers report having had a relative who was seriously injured or killed in a motor vehicle crash; and more than 1 in 5 drivers report having been involved in a motor vehicle crash in which someone had to be hospitalized.

*A copy of the 2017 Traffic Safety Culture Index may be found at: <https://aaafoundation.org/wp-content/uploads/2018/03/TSCI-2017-Report.pdf>*

## JUDICIAL OUTREACH LIAISONS & JUDICIAL FELLOWS – VALUABLE JUDICIAL RESOURCES

*Honorable Neil Edward Axel  
Senior Judge, District Court of Maryland  
ABA Judicial Fellow  
Columbia, Maryland*

Trial judges, particularly in courts of limited jurisdiction, face many challenges in handling their high volume, fast-paced dockets. They operate much like short order cooks, not gourmet chefs. Most cases are adjudicated on the fly, with judges making decisions every minute. They do so without law clerks, and often without time to reflect. The Judicial Outreach Liaison (JOL) program and the work of the American Bar Association Judicial Fellows help judges gain a broader foundational understanding of the issues that they face in handling these fast-paced traffic-related dockets.

The JOL program is part of the ABA Judicial Division's outreach efforts to assist trial judges and other stakeholders in the criminal justice system to have access to current and evidence-based practices that will assist them in their work and help promote more effective outcomes. Pursuant to a cooperative agreement between the American Bar Association and the National Highway Traffic Safety Administration (NHTSA) the JOL program consists of two Judicial Fellows and Regional Judicial Outreach Liaisons for each of the ten NHTSA regions. Earlier this year, I was honored to be chosen as one of the two Judicial Fellows, succeeding Judge Earl Penrod who served in the position for the past five years. As a Judicial Fellow, I manage the implementation of the ABA's traffic safety activities under the cooperative agreement, oversee the work of the Regional Judicial Outreach Liaisons, and take an active role in ensuring that judges

have all of the necessary information needed to adjudicate these important cases. Judicial Fellows and Judicial Outreach Liaisons work to improve the administration of justice in impaired driving and other traffic safety matters through education, communication, community outreach activities and collegial and ethical collaboration with judges, and traffic safety stakeholders, locally, regionally, and nationally.

Judicial Fellows and JOLs work closely with a number of groups and organizations focusing on highway safety issues and the effective adjudication of traffic offenses. By working with the ABA, NHTSA, the National Judicial College, the National Center for State Courts, the National Safety Council, the National Center for DWI Courts and others, the JOL program helps to provide education and resources to the nation's trial judges. Judicial Fellows, and Judicial Outreach Liaisons act as teachers, writers, and consultants while networking with members of the judiciary, judicial educators, law enforcement, and state highway safety offices. The goal of this networking is for all stakeholders to gain a better understanding of our related roles in the criminal justice system, and how all stakeholders can work together to improve the administration of justice, and the adjudication of traffic-related offenses.

Due in large measure to the success of the JOL program, States have created comparable positions to meet their specific needs and to address similar issues that may be impacted by local laws, and local judicial and political culture. The theory underlying the creation of State Judicial Liaison (SJOL) positions is that local judges, whether sitting or retired, are in better positions to understand, and to respond to, local highway safety concerns and are more likely to have close

## CONTACT INFO

To learn more about programs offered by NHTSA, please contact one of the following:

### Judicial Fellow:

Hon. Neil Edward Axel:

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### Tribal Courts Fellow

Hon. J. Matthew Martin:

[abajudicialfellow@gmail.com](mailto:abajudicialfellow@gmail.com)

### Judicial Outreach Liaisons:

Hon. Brian L. Burgess, Judicial Outreach Liaison, Region 1 (Maine, Massachusetts, New Hampshire, Vermont, and Rhode Island): [Brian.Burgess@vermont.gov](mailto:Brian.Burgess@vermont.gov)

Hon. John S. Kennedy, Judicial Outreach Liaison, Region 2 (Connecticut, New Jersey, New York, Pennsylvania, Puerto Rico and Virgin Islands): [JSKennedy17402@gmail.com](mailto:JSKennedy17402@gmail.com)

Hon. A. Robinson Hassell, Judicial Outreach Liaison, Region 3 (North Carolina, Kentucky, Virginia, West Virginia, Maryland, Delaware, District of Columbia): [judgehassell@gmail.com](mailto:judgehassell@gmail.com)

Hon. Phyllis McMillen, Judicial Outreach Liaison, Region 5 (Minnesota, Wisconsin, Illinois, Indiana, Michigan, Ohio): [mcmillen008@gmail.com](mailto:mcmillen008@gmail.com)

Hon. Chaney W. Taylor, Jr., Judicial Outreach Liaison, Region 7 (Iowa, Missouri, Arkansas, Kansas, Nebraska): [ctaylorjol@gmail.com](mailto:ctaylorjol@gmail.com)

Hon. Mary Jane Knisely, Judicial Outreach Liaison, Region 10 (Montana, Idaho, Oregon, Washington, Alaska): [maryjaneknisely@gmail.com](mailto:maryjaneknisely@gmail.com)

## JUDICIAL OUTREACH LIAISONS & JUDICIAL FELLOWS – VALUABLE JUDICIAL RESOURCES

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working relationships with local players than are the National Judicial Fellows or the Regional JOLs. In addition, SJOLs serve as direct resources to State and local judges and have access to, or knowledge of, national resources that benefit them. Presently eight States have JOLs to complement the work of the Regional JOLs.

One of the areas where Judicial Fellows and Judicial Outreach Liaisons have been most effective has been in the education of judges on the use of evidence-based sentencing practices in impaired driving cases. An important part of a trial judge's work is to impose sentences that meet a number of objectives. Sentencing, in general, includes elements of punishment, accountability, deterrence, and rehabilitation. In recent years, particularly with the research coming from the Drug and DWI Treatment Court programs, a greater emphasis has been placed on finding ways, and utilizing evidence-based practices to assist judges in fashioning more effective sentences. By more "effective" I mean sentences that address the addiction and mental health issues that influences traffic-related conduct and brings so many offenders before our courts. As noted in *"Responding to Substance Abuse: The Role We All Play,"* (NIDA 1999):

"An encounter with the criminal justice system provides a valuable opportunity to intervene in an individual's life by identifying the clinical needs of substance abusers and then confronting them with the consequences of their own drug and alcohol use."

The ABA Judicial Outreach Liaison program helps to supplement on-going efforts by the National Judicial College and judicial educators around the country to provide essential information to help judges in a number of important highway safety areas including:

- Evidence-based practices for at-risk populations that pose the greatest threat to re-offend.
- DWI Treatment Courts
- Risk Needs assessments
- Reliable substance use and mental health assessments
- Use of Treatment plans in sentences
- Treatment focused sentencing
- Understanding & application of law specific to traffic cases
- Admissibility of scientific and emerging technological evidence
- Current information on pharmacological, medical, and mental health issues
- Evidence-based sentencing options

The bottom line is that the JOL program helps improve the delivery of justice in impaired driving and other traffic safety matters through education, communication, community outreach activities and collegial and ethical collaboration with the Regional and State JOLs, trial judges, and traffic safety entities and stakeholders.

*For more information regarding the JOL program, contact any of the current Judicial Fellows, Regional JOLs and State JOLs listed on pages 5 & 6.*

## DATES TO REMEMBER

### Fourth of July IMPAIRED DRIVING

Drive Sober or Get Pulled Over  
Buzzed Driving is Drunk Driving



### August 15–September 3

Drive Sober or Get Pulled Over  
**National Enforcement**  
IMPAIRED DRIVING



### July 31 National Heatstroke Prevention Day

HEATSTROKE AWARENESS



### August Back to School Safety Month

Walk, Bike, and Ride to School Safely!

### September 23–29 Child Passenger Safety Week

OCCUPANT PROTECTION  
Child Passenger Safety

### September 29 National Seat Check Saturday



## CONTACT INFO continued

### State Judicial Outreach Liaisons:

**Indiana:** Hon. Earl G. Penrod:  
[penrodinjol@gmail.com](mailto:penrodinjol@gmail.com)

**Michigan:** Hon. Patrick Bowler:  
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**Oklahoma:** Hon. Rodney D. Ring:  
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**Pennsylvania:** Hon. Michael Barrasse:  
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**South Dakota:** Hon. Nancy Allard:  
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**Tennessee:** Hon. Leon Burns:  
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**Texas:** Hon. Laura Weiser:  
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**Virginia:** Hon. Gordon Wilkins:  
[gordonwilkins@outlook.com](mailto:gordonwilkins@outlook.com)

**Washington:** Hon. Scott Bergstedt:  
[scott@bergstedtlaw.com](mailto:scott@bergstedtlaw.com)

## DON'T FORGET

### Valuable resources can be found at:

- **National Highway Traffic Safety Administration**  
<http://www.nhtsa.gov/Impaired>
- **American Bar Association/Judicial Division/NCSCJ**  
[https://www.americanbar.org/groups/judicial/conferences/specialized\\_court\\_judges/nhtsa.html](https://www.americanbar.org/groups/judicial/conferences/specialized_court_judges/nhtsa.html)
- **Highway to Justice–Archives**  
[https://www.americanbar.org/groups/judicial/publications/judicial\\_division\\_record\\_home/judicial\\_division\\_record\\_archive.html](https://www.americanbar.org/groups/judicial/publications/judicial_division_record_home/judicial_division_record_archive.html)
- **National Judicial College**  
[www.judges.org](http://www.judges.org)
- **Governor's Highway Safety Association: Impaired Driving Issues**  
<https://www.ghsa.org/issues>
- **AAA Foundation for Traffic Safety**  
<https://www.aaafoundation.org/>
- **National Center for State Courts**  
<http://www.ncsc.org/>



## UPCOMING COMPLIMENTARY CLE WEBINAR

Join the American Bar Association for a free NHTSA sponsored CLE webinar on Tuesday, July 31, 1:00 PM – 2:30 PM ET, titled *“The Science and Admissibility of Drug Evaluation and Classification Evidence in Drug-Impaired Driving Cases.”* This program will address the basics of drug recognition expert testimony in the trial of a drug-impaired driving case, how courts around the country have addressed its admissibility, and the applicability of Frye and Daubert to drug recognition evidence.

Join our esteemed faculty as they:

- the role that DRE evidence plays in the trial of a drug-impaired driving case

- the various elements of the 12-step protocol used by drug recognition experts
- the law applicable to the admissibility of expert testimony to DRE testimony

Please feel free to share this information with judges, judicial educators, LELs, and TSRPs in your respective States and Regions. To learn more about and register for the program, visit <https://shop.americanbar.org/ebus/ABAEventsCalendar/EventDetails.aspx?productId=328865690>.

## UPCOMING NATIONAL JUDICIAL COLLEGE COURSES



NHTSA Webcast: The Role of the Judge in Drug-Impaired Driving Cases  
–Online Webcast  
Aug 14, 2018 10:00 am – 12:00 pm PST  
Tuition: Free

The adjudication of drugged driving cases has added new challenges for trial judges as they apply emerging caselaw, constitutional principles, and evidence-based practices to this evolving area of the law. This course will address various aspects of a judge’s role in drugged driving cases from bail review through sentencing and beyond.

Impaired Driving in Indian Country  
Sep 11–Sep 13, 2018 all-day

The National Judicial College (NJC), through funding from the National Highway Traffic Safety Administration (NHTSA), is pleased to offer a free course for tribal court judges: Impaired Driving in Indian Country. Included in the funding are the cost of tuition, all class materials, and up to \$750 in travel and lodging expenses.

### Whom should I contact for more information?

For more information, please contact the Registrar’s Office at (800) 255-8343 or [registrar@judges.org](mailto:registrar@judges.org).

Scholarships available: To learn more about financial assistance to attend NJC programs, please email [njc-scholarships@judges.org](mailto:njc-scholarships@judges.org) or call us at (800) 25-JUDGE.

*This course qualifies for The National Judicial College Certificate in Judicial Development Program Administrative Law Adjudication Skills, Dispute Resolution Skills, General Jurisdiction Trial Skills, Special Court Trial Skills and Tribal Judicial Skills disciplines.*

*These programs are brought to you through generous funding from the National Highway Traffic Safety Administration.*



## REGION 10 JUDICIAL OUTREACH LIAISON RECOGNIZED AS A PIONEER IN INNOVATIVE CRIMINAL JUSTICE

Judge Mary Jane Knisely has served as a Municipal Court Judge in Billings, Montana for the past 12 years, and as an ABA Judicial Outreach Liaison since 2011. This past December, she and her groundbreaking work on the bench were recognized in a cover story in *Yellowstone Valley Woman*, a publication with a distribution of 25,000 throughout Montana and Northern Wyoming. The article featured Judge Knisely’s dedication and passion in establishing a number of therapeutic treatment courts in her jurisdiction. These problem solving courts include drug, alcohol and mental health treatment courts in Montana as well as a veteran’s treatment court known as CAMO (Courts Assisting Military Offenders).

Judge Knisely’s innovative and evidence-based approach to sentencing incorporates a non-adversarial team approach to offender supervision and utilizes intensive supervision, testing, assessment and treatment

to hold offenders accountable while encouraging them to succeed in addressing drug, alcohol, and mental health, and other issues, all with the goal of reducing recidivism.

As reported in the article, Judge Knisely has demonstrated a passion to change the lives of those who come before her, and thus improve her community.

In addition to serving as a Municipal Court Judge in Billings, Montana, Judge Knisely is the Judicial Outreach Liaison for Region 10 which covers Alaska, Washington, Oregon, Idaho and Montana.

*A copy of the article can be found at:* <https://yellowstonevalleywoman.com/cover-story-restoring-honor-with-justice/>