

2025 • Issue 3

from the desk of the **SJOL**

JUDGE JOHN W. GRINSTEINER (RETIRED)



Welcome to the JOL Newsletter for North Dakota 2025, Issue 3:

In this issue of the newsletter you will find a guest piece written by my colleague and friend, Judge Leslie Maddox from the great state of Georgia. The article first ran in the Winter 2025 issue of the American Bar Association's (ABA) Highway to Justice and was also picked up for publication in the ABA Journal. It was just too well written not to include. I hope you enjoy Judge Leslie's mastery as much as I did. It got me thinking about what constitutes a vehicle in our state, so you will find a short follow-up regarding North Dakota's definition.

I have also included a conference update from the recent North Dakota Impaired Driving Conference. There was good attendance at our session as we took an impaired driving case from carside to courtroom ready. The second-day panel of prosecutor, defense counsel, and district judge was a definite success with the panelists discussing burdens of proof, testimony, and preparation. More than 30 questions were asked by the attendees in a very interactive session. It seems that people want to get it right! While judges don't have as much control as we would like over how cases proceed prior to them coming before us, we can change how they proceed when they do. It starts with proper screening and assessment. Check out this great article from *Between the Lines*: July 2025. [Breaking the Cycle of Impaired Driving Recidivism](#). Nelson, Seitz, Stodola, and Konschak.

The updated 2025 crash statistics are included and you will see the spike in fatal crashes from the last quarter as driving increases during the summer months. Every one of those numbers was a person who also had a family and friends. Tragedy only begins to describe it. Please be safe out there. The usual case law and training/resources sections are also included. Finally, as a follow-up to last quarter, I have included a new wellness corner to give you coping mechanisms that can help maintain and/or enhance your well-being. ■

As the State's JOL, John brings you access to current and evidence-based practices that will assist you in your work and help promote more effective outcomes in impaired driving and other traffic related cases. With the help of the ABA's Judicial Division and its partnerships with various organizations (NHTSA, National Judicial College, NCSC, AllRise), John works to provide education, training, and technical assistance to judges and court staff throughout ND.

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Strange Rides: What is a “Vehicle” for Impaired Driving Purposes?

▪ Judge Leslie Maddox, SJOL for Georgia


Summary: The language of state laws may not provide explicit guidance to law enforcement officers in their efforts to determine what constitutes behavior that may lead to a prosecution for driving under the influence. As technological changes modify the way we move from one place to another, legislative modifications have expanded the definition of a motor vehicle to include previously un contemplated means of transportation within the purview of impaired driving statutes.

A horse is a horse, of course, but can riding a horse while intoxicated result in a conviction for operating a “vehicle” while impaired? The answer is simple: it depends.

In 1983, two men were riding their horses through the streets of Kaysville, Utah, when a serious injury occurred to one of the passengers of the riders, and the men were later charged with and convicted of driving a vehicle while under the influence of alcohol. On appeal, the horsemen contended that the statute failed to provide adequate notice that being intoxicated while riding a horse could result in a criminal conviction. In evaluating their argument, the

Utah Supreme Court noted that state law prohibits operating a “vehicle” while under the influence of alcohol. Drawing on the motor vehicle code, which defined a “vehicle” as “every device, in, upon, or by which any person or property is or may be transported or drawn upon a highway, except devices moved by human power or used exclusively upon stationary tracks,” the court found that the definition of a “vehicle” under Utah law “cannot be legitimately read to include horses.” Relying on the requirement that a “vehicle” is a “device,” the court found that no definition of “device” in its usual sense, could encompass an animal, and vacated the convictions.¹

Thus, the language of any state impaired driving statute defines the scope of interventions to reduce driving under the influence. Yet the language of state laws may not provide explicit guidance to law enforcement officers in the efforts to determine exactly what constitutes behavior that may lead to a prosecution for driving under the influence. The explicit language of any impaired driving statute “drives” the analysis of the conduct that may result in a conviction.

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If a horse may not qualify as a vehicle for purposes of impaired driving statutes, might a horse-drawn buggy or a wagon result in an impaired driving conviction? The statutory language in numerous states supports a finding that operating a horse-drawn conveyance while intoxicated may result in a conviction. While perhaps more historically relevant than the current transportation environment, a New York court upheld a conviction for driving a horse-drawn stage coach while intoxicated,² and an Arizona court found that driving a wagon and team of horses could result in a similar conviction.³ But more recently, in 2024, an Ohio court affirmed the conviction for impaired driving by the operator of an Amish horse-driven buggy. Ohio law prohibits the operation of any vehicle, streetcar, or trackless trolley if, at the time of the operation, the driver is under the influence of alcohol, a drug of abuse, or a combination of them. The statute further broadly defines a “vehicle” as “every device... in, upon, or by which any person or property may be transported or drawn upon a highway...” The court reasoned that an Amish buggy “is a piece of equipment designed for transportation utilizing horses to draw the device,” and thus fits within the broad definition of a “vehicle” for purpose of Ohio’s impaired driving statutes.⁴

Even operating a lawn mower on a public roadway while impaired may support a conviction for impaired driving. For instance, in Wisconsin, police received a tip from a citizen that an outstanding warrant existed for a man driving an orange Husqvarna riding lawn mower on a roadway, who minutes before left a local tavern. After confirming the warrant, a law enforcement officer initiated his lights and siren in an effort to stop the lawn mower, but the driver attempted to evade the officer by steering the mower through a grassy area and then into some trees, where he was eventually apprehended by the officer who pursued him on foot. Noticing a strong odor of alcohol and that the driver appeared “dazed and confused” and had difficulty keeping his balance, the officer attempted to perform field sobriety tests, but the driver refused and was then arrested. A subsequent blood draw revealed the driver’s BAC at .119. During his prosecution for operating a vehicle with a prohibited alcohol concentration, the driver admitted that operating a lawn mower met the requirements of Wisconsin law which requires that the person drive or operate a “motor vehicle.” The applicable statute defined a “motor vehicle” as “any vehicle which is self-propelled, except a vehicle operated exclusively on a rail.” A “vehicle,” though, was more broadly defined by another statute to include “every device in, upon, or by which any person

or property may be transported or drawn upon a highway, except railroad trains.” Despite his admission, though, the driver argued that the legislature could not have envisioned a riding lawn mower as falling within the definition of a “motor vehicle,” in part because a riding lawn mower need not be titled or registered and is designed for cutting grass, not for highway use. The court found that the driver operated the lawn mower on a highway as his means of transportation from the tavern and not for the purpose of cutting grass, casting a shadow over his argument. The Wisconsin court determined that the law defined the term “vehicle” in a very broad manner, suggesting legislative intent to bring a wide variety of vehicles within the purview of the impaired driving statutes.⁵ Similarly, a Louisiana court recently found that because a lawn mower works by means of a self-propelled motor, such a vehicle meets the statutory requirement of operating “any motor vehicle, aircraft, watercraft, vessel, or other means of conveyance” while intoxicated.⁶

Riding a traditional bicycle, a device powered by human effort rather than by means of a self-propelled motor, proves more difficult to support an impaired-driving conviction. Several New Jersey courts have concluded that, because the statutory term “motor vehicle” includes only those propelled otherwise than by muscular power, the operation of a bicycle cannot result in an impaired driving conviction, reasoning further that if the legislature intended to include a pedal-powered bicycle within the prohibitions set forth in the state statute, it should simply have said so.⁷ A District of Columbia court reached a different conclusion, though, finding that a bicycle represents a “vehicle” for purposes of the local DUI law, as the statutory prohibition against impaired driving applied to the operation of any vehicle, and the relevant statute defined a “vehicle” broadly as “any appliance moved over a highway on wheels or traction tread...”⁸ Motorized bicycles, though, likely represent a different breed of vehicle for impaired driving analysis. In finding that a motorized bicycle meets the criteria necessary for a motor vehicle under state law, a Missouri court found that the statute’s evident purpose—to protect the public from intoxicated drivers—compelled the court to include such a vehicle within the statutory meaning of motor vehicle, as no sound reasoning existed to exclude motorized bicycle operators from the responsibility of operating the vehicle without the influence of intoxicants.⁹

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Operating a boat while impaired remains illegal in all 50 states, and under federal law. The applicable statutory prohibitions, though, depends on which jurisdiction exercises authority over the waterway and the applicable definition of a boat. In a recent Oregon case, law enforcement officers received a call describing a boater in distress on the Clackamas River. The investigating officer made contact with Peter Lambert, who admitted he operated a raft on the river while under the influence of an intoxicant. Lambert, though, challenged whether his raft qualified as a boat. Oregon law prohibited any person from operating, propelling or being in actual physical control of any boat on any waters while under the influence of an intoxicating liquor or controlled substance and defined a boat as “every description of watercraft... used or capable of being used as a means of transportation on the water, but does not include boathouses, floating homes, air mattresses, beach and water toys or single inner tubes,” and defined “operate” to mean navigate or otherwise use a boat.¹⁰ Claiming his conduct fell outside of the statutory prohibition of operating a boat while under the influence, Lambert likened his craft to a water toy or an air mattress. However, the arresting officer described Lambert’s craft as a raft being five feet in length when inflated, with sides and a bottom, and capable of transporting one or two people from one place to another on the river. Reasoning that the statute broadly defined a “boat,” and that the arresting officer testified that the raft

served the purpose of moving persons from one point to another, the court found Lambert’s raft was not merely a toy or air mattress, but instead a means of transportation subject to the statutory prohibition against operating boat while intoxicated.¹¹

Courts have found other modes of transportation to be included among those for which use is prohibited while impaired, including farm tractors,¹² snow machines (snowmobiles),¹³ golf carts,¹⁴ electric scooters,¹⁵ and ATVs.¹⁶ Some states specifically include motorized and/or electric bicycles within the definition of a “vehicle” for impaired driving analysis.¹⁷ Still, some legislatures maintain statutory exclusions from impaired driving laws for such devices as motorized wheelchairs, any electronic personal assistive mobility device, low-speed micro mobility devices, and personal delivery devices.

As technological changes modify the way we move from one place to another, legislative modifications have expanded the definition of a motor vehicle to include previously un contemplated means of transportation within the purview of impaired driving statutes. It remains to be seen, though, the extent to which various vehicles may fall under existing impaired driving statutes or whether legislative action may be required to include additional “vehicles,” the operation of which could pose a risk to public safety if operated while impaired. ■

Endnotes:

1. *State v. Blowers*, 717 P.2d 1321 (1986).
2. *People v. Szymanski*, N.Y.City Crim. Ct., 311 N.Y.S.2d 120 (1970)
3. *State v. Stewart*, 57 Ariz. 82 (1941).
4. *State v. Miller*, 2024-Ohio-2217.
5. *State v. Shoeder*, 389 Wis.2d 244 (2019).
6. *State v. Vogel*, 261 So.3d 801 (La. 2018).
7. See *State v. Macuzak*, 227 N.J. Super. 279 (1988); *State v. Johnson*, 203 N.J. Super. 436 (1985).
8. *Everton v. District of Columbia*, 993 A.2d 595 (D.C. 2010).
9. *State v. LaPlante*, 148 S.W.3d 347 (Mo. 2004).
10. Oregon R.S. 830.005.
11. *State v. Lambert*, 227 Or.App. 614 (2009).
12. *State v. Powell*, 306 S.W.2d 531 (Mo. 1957).
13. *Tickett v. Alaska*, 334 P.3d 708 (Ak 2014).
14. *Simmons v. State*, 281 Ga.App. 252 (2006).
15. *People v. Lyon*, 310 Mich.App. 515 (2015).
16. *Robitaille v. Florida*, 942 So.2d 440 (FL 2006).
17. See Ohio Rev. Code §4511.19 (“vehicle” means every device, including a motorized bicycle and an electric bicycle...).

*This article was originally published in the Winter 2025 issue of the Highway to Justice newsletter. It is reprinted here with the permission of the ABA Judicial Division and the author.

What is a “Vehicle” Under North Dakota Law?

▪ Judge John Grinsteiner (retired), SJOL for North Dakota

With her article, my friend and colleague Judge Leslie Maddox got me thinking about what is a “vehicle” under North Dakota law. I remembered a case from 2012, *City of Lincoln v. Johnston*, 2012 ND 139 (2012) that took up the issue of whether a bicycle was a vehicle.

On August 16, 2011, the City of Lincoln charged Johnston with driving under the influence of intoxicating liquor after a police officer arrested him for driving his bicycle into a parked vehicle while he was intoxicated. Johnston moved to transfer the case from municipal court to district court, and the municipal court granted his motion. Johnston then moved to dismiss the charge, arguing that a bicycle is not considered a “vehicle” under N.D.C.C. § 39-08-01. The district court denied Johnston’s motion and, after a hearing to reconsider the motion, the court again denied it. Johnston conditionally pled guilty to the charge, reserving his right to have this Court review whether a bicycle is considered a “vehicle” for the purposes of driving under the influence of intoxicating liquor.

In support of his argument, Johnson relies on the definition of “vehicle” under N.D.C.C. § 39-01-01(95), which provides: “‘Vehicle’ includes every device in, upon, or by which any person or property may be transported or drawn upon a public highway, except devices moved by human power or used exclusively upon stationary rails or tracks.” The City of Lincoln argued that the legislature intended a bicycle to be considered a “vehicle” under N.D.C.C. § 39-08-01 because N.D.C.C. § 39-07-01 provides: “For the purposes of chapters 39-08 through 39-13, a bicycle or a ridden animal must be deemed a vehicle.” Johnston argued N.D.C.C. § 39-01-01(95), which excludes “devices moved by human power” from the definition of “vehicle,” conflicts with N.D.C.C. § 39-07-01, which deems a bicycle a “vehicle” under N.D.C.C. Ch. 39-08.

The ND Supreme Court ruled that N.D.C.C. § 39-07-01 and N.D.C.C. § 39-01-01(95) do not conflict with one another and that even if they were in conflict, the specific statute, N.D.C.C. § 39-07-01, would have control over the general statute, N.D.C.C. § 39-01-01(95). See N.D.C.C. § 1-02-07. In addition, they found that the legislative history of N.D.C.C. § 39-01-01(95) and N.D.C.C. § 39-07-01 confirmed their analysis, and a review of the history establishes N.D.C.C. § 39-07-01 is a derivation of N.D.C.C. § 39-01-01(95). Consequently, our Supreme Court concluded a bicycle is considered a “vehicle” under N.D.C.C. § 39-08-01, and the district court did not err in concluding the same.

But hold on! There is an afterword to this story. Had this case come before the court in the second half of 2023 or later, the result likely would be different. The 2023 Legislature passed, and the Governor signed into law, HB 1506 which added subsection (2) to N.D.C.C. § 39-07-01 which reads, “For purposes of section 39-08-01, a bicycle or ridden animal may not be deemed a vehicle.” The same Bill went on to create a new section to chapter 39-10.1 of the North Dakota Century Code. N.D.C.C. § 39-10.1-10 reads as follows: “Bicycling or riding an animal while under the influence of alcohol or drugs – Penalty. An individual operating a bicycle or riding an animal on a roadway, or an area the public has access to, may not be under the influence of alcohol or any drug to a degree which renders the individual a hazard to themselves or the general public. An individual who violates this section must be assessed a fee of two hundred dollars.”

In an attempt to stop “horsing around and ride us to the end of this article,” you can now ride an animal or a bicycle while under the influence and if apprehended, it will no longer be considered a DUI and only cost you \$200. I am mildly surprised we haven’t seen a rash of hitching posts being installed at local bars. Even so, I’m still willing to bet its cheaper to have a designated driver, phone a friend, or take a ride share or cab home. ■

Conference Update

▪ Judge John Grinsteiner (retired), SJOL for North Dakota

The following is a recap of the North Dakota Impaired Driving Conference held June 17-19 in Bismarck, ND. I served as the emcee and played a complimentary role during the panel discussions. I led off the conference with a piece on communication and summed it up with my favorite quote, *"the single biggest problem with communication is the illusion that it has taken place."* Communication (do it), along with assumptions (don't make them), became the unofficial themes of the conference.

We had about 125 attendees, including law enforcement officers (city, county, and highway patrol), drug recognition experts, states attorneys, defense counsels, driver's license personnel, Highway Safety Division program managers, Traffic Safety Resource Prosecutors, the Law Enforcement Liaison (acting), SJOL (me), and our Drug Recognition Expert/Standardized Field Sobriety Test Coordinator. There were also some NDDOT hearing officers, and maybe a municipal judge or two, although I don't think they stayed for each session. There was a current district judge serving on one of the panels. Also, in attendance were Paul Hofmann, Region 8 Probation Fellow, and Judge Ed Casias, the Colorado SJOL. The conference was approved for both continuing legal education credits and continuing judicial education credits, so I have set a future goal to get more of my judges in attendance. Incredibly full dockets and the perception that the training may not be balanced (needing defense counsel present) might be part of the issue. We will try to keep topics the judiciary may be interested in to a morning or afternoon session, thereby allowing more of you to break away for a half day of training, making attendance more feasible.

Paul Hofmann opened the conference with a very good session called, *Cannabis and Cars, Addressing the Challenges of the Marijuana Impaired Driver*. It was great to have him stick around for the remainder of the conference as a resource for attendees. Next up was one of our main conference and generous sponsors, Key Energy Services who did an informative presentation on the technology they are using with their drivers that can detect, distracted, drowsy, and impaired driving. They have a large presence in the oil-producing region on the western side of our state. They also have a national footprint all the way to Texas and out to California. We finished day one with a session on commercial driver's license masking, convictions, and disqualifications by Judge

Peter Halbach, our Traffic Safety Resource Prosecutor (TSRP), and had local representatives from the Federal Motor Carriers Association in attendance to answer questions. There was a networking event at a local establishment where some pizza and sodas were provided to about 35 or so attendees. The conference was located downtown with the hotel attached and plenty of walkable places for attendees to not have to drive anywhere, keeping impaired driving in mind as folks socialized and networked.

The intensity picked up on the second day of the conference with a full-day presentation called "Car Side to Courtroom Ready." A DUI case broken down into segments and taken from start to finish. ND Highway Patrol Trooper Shane Rothenberger led off with some great roadside investigation tips and processes. Next up was an overview on the providing reporting and notice to the NDDOT, with Brie Nyberg of the NDDOT's Driver Record Services showing the information needed and common errors and pitfalls when completing the forms. She also outlined what happens to the information and introduced a few new topics to be aware of. Two Cass County Assistant States Attorneys then took the stage to discuss effective report writing and what happens during evidence review. Their message: the better the report, the less you will likely have to testify. The afternoon sessions consisted of panels focusing on how cases flow through the court system with burdens of proof and testimony at each stage, including at admin hearings, preliminary hearings, and at a trial. First up was a panel consisting of a prosecutor, two defense counsel, and a district judge. All were chosen because of their great DUI case experience. This panel had a little bit of a twist as the district judge is a former prosecutor and one of the defense attorneys also serves as a rural prosecutor. This panel covered lots of bases! A highlight was a QR code that attendees could use to send in questions that would appear in real time for the panel. More than 30 audience questions were asked and answered! The next panel consisted of two NDDOT Hearing Officers, followed by a district judge and an experienced prosecutor. Lots of good questions, lots of good discussion hopefully resulted in a better understanding all around.

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Day three had its own pleasant surprises. A session on fake ID cards quickly become one of the most interactive sessions I have attended at any conference at any level. Tom Volk, Community Prevention Administrator with the ND Department of Health and Human Services Behavioral Health Division did an amazing job of relating the subject matter to the attendees and there were dozens and dozens of ID cards to look at and run through forensic scanners. The technology to prevent fakes is incredible, but so is the effort to create fake IDs in the first place. Next, Lieutenant Jeff Solemsaas of the Bismarck Police Department spoke about a newly created DUI task force, how it was created, its operation, and lessons learned. This was a highly anticipated session, especially by law enforcement from other areas of the state, as they looked to create similar taskforces upon returning home. We finished with a presentation on drug recognition expert testimony by Devin Chase of the California Office of Highway Safety. It was a nice way to wrap up the conference as it brought together many of the lessons of the previous day about testifying, clear communication, preparation, and the reasons for all of those important things.

We are already looking forward to next year and topics that we can get in front of our people here in North Dakota. As you know, top-notch training improves actions in the field and courtroom, which ultimately helps us serve people better and, quite possibly, saves lives. ■

North Dakota 2025 Fatal Crash Statistics as of 7/12/2025



Fatalities: 45

Crashes: 43

Operators Tested Positive BAC: 6

Operators Tested Negative BAC: 9

Operators Not Tested: 0

Fatalities from Alcohol Crashes: 8

No Seat belt (for seat belt eligible vehicles) 15

Speed-related fatalities: 5

Pedestrian fatalities: 6

Motorcycle fatalities: 11

Fatal Crash Involved Lane Departure: 27

Fatal Crash Involved a Younger Driver(s) 14-20 years old: 3

Fatal Crash Involved an Older Driver(s) 65+ years old: 15

Fatal Crash Involved a Train: 0

Fatal Crash Involved a Commercial Motor Vehicle(s): 6

Holiday Fatalities: 4

For a full look at the Fatal Crash Stat Board and how the numbers compare to 2025 to 2024 and 2023, visit: [2025 Fatality Spreadsheet.xlsx](#). Note that there are currently crashes under investigation and not yet categorized. You can also find a link to the 2023 North Dakota Crash Summary here:

[NDDOT_2023CrashSummary_Final_WEB1.pdf](#)

Recent Court Opinions of Note

("A little late-night reading") — Alexander J. Bott, UND School of Law

The court opinions are a special contribution of my friend and colleague Earl G. Penrod, Senior Judge, Indiana Judicial Outreach Liaison, and Judge in Residence, National Judicial College

Automobile Exception Applied to Greyhound Bus

The Indiana Court of Appeals upholds the denial of the Defendant's Motion to Suppress in which the defense argued that law enforcement had violated the Fourth Amendment and Article 1, Sec. 11 of the Indiana Constitution. The defendant was a passenger on a Greyhound bus that was stopped for driving left of center. The Court of Appeals rejected the defendant's claim that the drug dog open air sniff impermissibly extended the traffic stop by finding that law enforcement was still processing the traffic citation when the drug dog performed an open-air sniff and alerted to the luggage compartment at the side of the bus. After the dog alerted, the police boarded the bus to determine the owner of the pink suitcase containing marijuana. While inside the bus, the police obtained consent to search from some passengers and located several handguns. Also, the police opened and searched a black duffel bag in which a large amount of suspected narcotics were found. The police took the bag outside and, in a more thorough search of the bag, the police found the defendant's ticket inside the duffel bag next to the narcotics. The Court of Appeals held that the search of the duffel bag was justifiable under the "automobile exception," which permits officers to search the interior of a readily mobile vehicle if the officers have probable cause that the vehicle contains evidence of a crime or contraband. The Court of Appeals noted that because the officers had probable cause that the vehicle contained illegal drugs, the police were authorized to conduct a warrantless search inside the vehicle and could look in any containers that may contain the suspected contraband (drugs). In a nutshell, the Court of Appeals holds that just as in a passenger vehicle, the ready mobility of the commercial bus and the lesser expectation of privacy when traveling on public highways support the automobile exception to the warrant requirement. The Court of Appeals

also rejected the defense argument that the search of the duffel bag violated Article 1, Sec. 11 of the Indiana Constitution, which contains virtually the same language as the 4th Amend but requires a different analysis.

***Dunem v. State*, 2025 Ind. App. LEXIS 73 (March 14, 2025).**

Unrelated Questions During Traffic Stop

The South Dakota Supreme Court upholds the trial court's determination that law enforcement officers did not violate the Fourth Amendment when asking questions unrelated to the purpose of the stop. During a traffic stop for an inoperable brake light, the officer asked the driver if there was anything illegal in the car. The SD Supreme Court cites numerous SCOTUS decisions, including *Rodriguez v. U.S.*, 575 US 348 (2015), and notes that asking questions unrelated to the purpose of the stop is permitted in two circumstances. First, such questions are permitted so long as the questions do not measurably extend the length of the stop. The SD Supreme Court points out that the trial court's reference to unduly extending the length of the stop was improper under *Rodriguez* as SCOTUS held that any extension of the stop violated the Fourth Amendment. The Court explains that asking unrelated questions does not of itself implicate the Fourth Amendment, but the time it takes to ask the questions implicates the Fourth Amendment if it extends the stop. Secondly, unrelated questions are permitted if the officer has reasonable suspicion that additional criminal activity may be afoot. Law enforcement may develop reasonable suspicion during the stop, and a trial court must decide if there is reasonable suspicion based on the totality of the circumstances.

***State v. Holy*, 2025 SD 19 2025 S.D. LEXIS 31 (March 26, 2025)**

Useful Resources and Links

1. The National Judicial College (NJC)

The NJC serves state trial court judges, administrative law judges, limited jurisdiction judges, military judges, tribal judges, even commissioners of licensing bodies.

Click here for access: [The National Judicial College | NJC \(judges.org\)](https://www.judges.org/)

2. ABA Publication Tribal Traffic Safety Bulletin

The Tribal Traffic Safety Bulletin is produced by the ABA Judicial Division through a project funded by a grant from the National Highway Traffic Safety Administration. This newsletter will be shared twice a year, and will feature pieces written by Judicial Outreach Liaisons, Judicial Fellows, judges, and other program stakeholders. The newsletter will be focusing on highway safety matters in native lands.

Click here for access: [Tribal Traffic Safety Bulletin \(americanbar.org\)](https://www.americanbar.org/publications/tribal-traffic-safety-bulletin/)

3. ABA Publication Highway to Justice

Highway to Justice is produced through a joint project with the American Bar Association Judicial Division and the National Highway Traffic Safety Administration. This complimentary publication is designed to be a source for updates on national traffic safety news.

Click here for all issues: [Highway to Justice \(americanbar.org\)](https://www.americanbar.org/publications/highway-to-justice/)

4. Resources to Prevent Impaired Driving in Rural Areas

This report highlights promising practices implemented in rural areas to prevent impaired driving. It provides information and tools to a broad group of stakeholders in rural areas to let them identify and tailor approaches that make sense for their communities to prevent impaired driving.

Click here: [Resources to Prevent Impaired Driving in Rural Areas](https://www.americanbar.org/publications/resources-to-prevent-impaired-driving-in-rural-areas/)



Upcoming Trainings/Events/Webinars

*This is not an exhaustive list and is geared toward impaired driving

The 2025 National Interdisciplinary Cannabis Symposium

Register here: [2025 National Interdisciplinary Cannabis Symposium | Cannabis Symposium](#)

Date & Time: September 19, 2025, 5 p.m. – September 21, 2025, 5 p.m.

Location: Denver, 2255 E Evans Ave, Denver, CO 80210 USA

The Green LAB is available for a separate price of \$100 and will be limited numbers.

Lifesavers Conference – Future Dates

April 19–21, 2026 (Sun.–Tues.) Baltimore, MD

RISE Conference – Future Dates

RISE26, July 20–23, 202 (Mon.–Thur.), Nashville, Tennessee.

Gaylord Opryland Resort & Convention Center.

RISE27, July 19–22, 2027 (Mon.–Thur.), National Harbor, Maryland.

Gaylord National Resort & Convention Center.

NJC Self-Study Free Course

This self-study course has four modules which do not have to be completed at one time. The course has a suggested completion time of 90–120 minutes.

Title: Search & Seizure in Impaired Driving Adjudication

Description: The Fourth Amendment to the U.S. Constitution guaranteeing individuals the right to be free from unreasonable searches and seizures is the most implicated constitutional protection in impaired driving adjudication. Further, states are permitted to provide greater individual protections beyond those guaranteed by the Fourth Amendment. As a result, issues of search and seizure are typically the most litigated legal challenges raised in impaired driving cases and judges must remain current on the multiple facets of this challenging aspect of the law.

[Click to Register](#)

ABA JOL Webinars

► ON-DEMAND

Title: “Determining Impairment in Drug Impaired Driving Cases”

Speaker: Hon. Alan Blankenship

Link: [Determining Impairment in Drug Impaired Driving Cases | American Bar Association](#)

Wellness Corner (NEW)

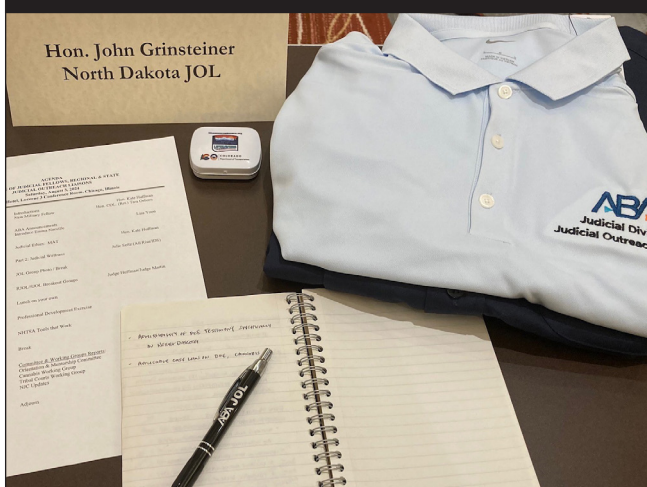


In the last issue of the newsletter we did some work in the area of judicial wellness and I included some thoughts and resources in the articles and listed additional resources at the end of that issue that could help if you were experiencing secondary trauma or feeling isolated. After asking for things that work well for you, I received a handful of responses (keep them coming), so I will be sharing one or two each quarter here in the new “Wellness Corner” of the newsletter. Maybe one of these coping mechanisms can help you maintain and/or enhance your well-being. I appreciate the trust you have placed in the JOL and your willingness to help each other!

1. “I send out a “Thursday Thought” text message each week to my family and a few close friends to encourage, enlighten, and center them. It also does the same for me!”
2. “I garden. Getting my hands dirty, pulling weeds, and enjoying/sharing the freshest veggies really helps me remember there are simpler things in life. Have you ever seen a 7-year-old kid eat a garden carrot they washed with the hose?!”

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STAY TUNED!



I stand as a resource for each of you, so don't hesitate to reach out. Coming up in the next few quarterly newsletters will be information on toxicology, pretrial services, and screening tests/tools. If you have an issue that is somehow connected to impaired driving (think seven degrees of Kevin Bacon), I'll do my best to help. If it's not, I'm still happy to listen and help if I can. I know how isolating the position can be, so you have a friend in me! Until next time, peace on your heart and strength for your fight no matter how big or small!

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