CHARLOTTE

Charlotte City Council

Community Safety Committee

Meeting Summary for October 17, 2012

COMMITTEE AGENDA TOPICS

I. Subject: **Cell Phone Update**
Action: None

II. Subject: **Pedicab Regulations**
Action: None

III. Subject: **Prescription Drug Disposal**
Action: None

IV. Subject: **Next Meeting**
To be determined.

COMMITTEE INFORMATION

Present: Claire Fallon and Andy Dulin
Time: 12:00 pm – 12:55 pm

ATTACHMENTS

1. Agenda Package
2. Operation Medicine Drop Memo

DISCUSSION HIGHLIGHTS

Vice-Chair Claire Fallon called the meeting to order and said unfortunately we do not have a quorum so this will be for information only. She asked everyone in the room to introduce themselves.

I. Cell Phone Update

Assistant City Manager, Eric Campbell said the Committee previously requested updates

based on the activity level with the Chapel Hill ordinance. A memo was sent out earlier to the Committee, but we want to take 10 to15 minutes to directly tell this Committee what is going on with the Chapel Hill ordinance and where we stand regarding the cell phone.

Carolyn Johnson, Senior Deputy City Attorney, said when we were here in June we advised the Council that the Town of Chapel Hill, who had enacted its cell phone ordinance in May of last year had been enjoined against enforcing that ordinance. Since August 8th, the Town has been permanently enjoined from enforcing its cell phone ordinance. The District Court Judge who heard the case found that the local phone ban ordinance is unconstitutional in his opinion because he thinks it is pre-empted by the State's comprehensive scheme of mobile phone regulations. When Rusty Perlungher met with you last time he told you that the State had already enacted texting while driving, the use of cell phones by persons under 18 years of age and use of cell phones by school bus operators. In the 2012 session, the General Assembly also enacted a provision that provides that commercial vehicle operators cannot use cell phones if it violates the applicable federal laws. In his opinion, the General Assembly has spoken on the issue of cell phone regulation and the Town of Chapel Hill, after that ruling, did vote to appeal the Judge's ruling to the North Carolina Court of Appeals. Chapel Hill's Attorney actually filed some preliminary motions to seek a stay of the enforcements that allow them to enforce at least in part. The other thing the Judge found, and was part of a challenge before the Town of Chapel Hill, was a provision in its towing ordinance. The Judge also ruled that the towing ordinance was unconstitutional because of the unfair regulation trade that would be prohibited under the State Constitution. Those motions have been denied, so Chapel Hill can neither enforce any of its mobile phone ordinance or its towing ordinance. As of last week, no other actions have been filed with the Court of Appeals and what I suspect at this time is that the Town will go ahead and put together a record of the case and the opposing side will agree to that and the Court of Appeals will get the case docketed. Usually it is anywhere from 6 to 8 months before you can expect some ruling or determination on a matter before the Court of Appeals. We wanted to let you know that is where things stand. We will continue to monitor the case and provide updates as we learn more information.

Fallon: I did notice that those overhead messages on I-77 does have something every once in a while that says cell phone use is illegal.

Johnson: It probably said texting is illegal because texting while operating a vehicle is illegal in North Carolina.

Campbell: I will add something to Carolyn's update, it was interesting because we actually went into this trying to get additional information on what was happening with the cell phone, but the bigger concern for us now is the towing piece because the Chapel Hill Towing Ordinance is modeled after the Charlotte ordinance and are similar in structure.

Johnson: We used the same local act authority for the implementation of our ordinance

so if Chapel Hill's ordinance is found to be unconstitutional at the Court of Appeals and subsequently to the Supreme Court up the ladder, then we would really need to start looking at the Charlotte ordinance to see if we need to make any adjustments or changes.

Campbell: We worked a year and a half on our ordinance.

Dulin: Which might or might not still need some tweaking from time to time. I still don't think it is perfect, but it is certainly better than when we started.

Fallon: I saw something very strange last night on Tryon Street. It looked like a disk attached to the lamp post with a chain to the car. Is that the towing thing?

Levins: Sounds similar to a boot but we will double check what they are using.

Campbell: If there are no other questions on that we will just keep monitoring it and give you an update after we get the information.

II. Pedicab Regulations

Eric Campbell said this was referred into Committee back in July and this is for information only. The pedicab industry is not currently regulated by the City. There is a definition that defines what a pedicab is in the code, but it is not regulated. This issue is also different from an item that was referred earlier on public consumption. That item will be coming to you all probably next month. This action actually defines and regulates or talks of defining and regulating pedicab. The Charlotte Pedicab Association provided Council with some information and recommendations for regulations, but we wanted to make the Committee aware that right now this isn't regulated anywhere in the ordinance. It is not regulated in PVH or CDOT. We wanted to provide you with the information to see what direction you wanted staff to go.

Mr. Campbell introduced Thomas Powers who read through and described the "Pedicab Legislation" presentation (copy attached). Mr. Powers discussed the current legislation, the definition of a pedicab, the major concerns, and how other cities regulate their pedicabs. He also laid out the different options the Committee could consider. One is to keep it the same with no change to the ordinance which in effect says the Council decided not to regulate the pedicab industry and allow us to continue to operate as is with the requirements of just lamps and brakes, with no oversight by the City at all. Another option would be to regulate pedicabs under CDOT and Center City Partners. With regards to Center City Partners and CDOT that is simply because the pedicabs we have observed had been primarily in the downtown area with some going to the South End and some going to the Music Factory. Since Center City Partners having some oversight for some of the actual entertainment in the Center City, they have an authority that would regulate pedicabs primarily because they are on the city streets in downtown. Another option would be to have pedicabs regulated under Passenger Vehicle for Hire Ordinance. Council just did a revision of the PVH ordinance in 2011 so to add pedicabs to this would be another revision as well.

Dulin: Just to clarify, these pedicabs have to be pedaled, correct? So a Harley Davidson tricycle couldn't get out there and pull people.

Powers: Correct. If there happens to be a motorized vehicle that is gas powered or electric powered, how would we differentiate that between a Harley Davidson that may have a cab beside it? I think the distension would be that if a vehicle has to be motorized or gas, it still has to have a peddling motion and the actual motor would not be solely by gas or electric.

Campbell: Regarding the options that are up there, as far as the Manager's Office we have not recommended any option at this point. One of the things we would like to clarify on Option 2 is CDOT controls right-of-ways and because of the right-of-ways in uptown, they have somewhat of an interest in this process. As well, Center City Partners would be the entertaining district and that is where they are basically concentrated. The enforcement piece is part of the concern with Center City Partners. How do you get it enforced? We wanted to at least put all the options on the table to get a feel for what the Committee's concerns are.

Fallon: Would CDOT be ready to handle it alone?

Mike Davis: Probably not. We haven't really gotten up to speed on what the issues would be on trying to regulate the industry. But looking at the capacity you have in the organization today and what I imagine it would take to run this, it would be new capacity we'd have to create to manage this.

Fallon: Can I ask the man from Pedicab, do you have liability insurance now?

Thomas Richards: Yes ma'am.

Fallon: Commercial or personal?

Richards: Commercial.

Fallon: Could I ask how much?

Richards: $2 million.

Dulin: Sir is that $2 million for the whole company or $2 million per pedicab?

Richards: For the whole company.

Dulin: How many are you operating this coming Sunday?

Richards: Eight.

Campbell: I did have a conversation with Center City Partners and one of the things he did talk to me about is there is a proliferation of pedicabs in center city right now. A lot of the restaurants are using them with the names of the restaurants on the back to try to entice people to come to their restaurants. There are some operating outside of the three major businesses that we are aware of. If you are ever down after the game you will see there are several of them just kind of all over the place outside the area. I was in Phoenix last week for the City Manager's conference and I did see their pedicab system in operation and they are licensed with a plate issued by the City on the back of all their cabs.

Fallon: I've seen that too with the license on the back and I have a question about that. Would Center City Partners have the authority or right to issue licenses and regulate?

Campbell: They wouldn't have an inherent right and it would be whatever the ordinance says, but we could meet with Center City Partners at that point to see if we could come to an agreement.

Fallon: We'd have to authorize them. Is it legal to empower someone that is not a government entity?

Campbell: Yes, we do that now with Center City Partners with vendors in center city.

Dulin: Do drivers of the pedicabs have exposed ID's like a cab driver would and do the folks have any idea who these people are?

Powers: I would say from our perspective from the ordinance they are not required to have any of that. If they do it is voluntary, they are not required to show anything by the City.

Dulin: Do we have anything that says that they can't go to Myers Park or Eastover or South Park? What if some drunk gets in there and says here is $100, peddle us to South Park. I don't want them to go out too far where we have not control.

Campbell: I think that is the conversation we are having here because it is up to Council at this point if you want to regulate them to say they can only operate in center city. That is your privilege to set the boundaries.

Dulin: Do your drivers wear reflective vests or do you have reflectors on the back of your pedicab?

Richards: The ordinance in the City right now requires us to have lights on the back, running lights as far as the headlights in the front. Our bikes are equipped with turn signals and brake lights. That is the way they are manufactured.

Dulin: Do your drivers wear a vest?

Richards: No.

Dulin: The safety of the people that get in is important. What happens to them or doesn't happen to them is important to us. I would really like to consider ways that we can differentiate your drivers.

Fallon: My problem really is the operation on the sidewalk. I have seen in other places terrible accidents with the couriers on bicycles. I think if we are going to regulate, that should be something that is regulated.

Powers: Under the actual ordinance, they are not allowed to operate on the sidewalk at all. We already have that in place at this time. They have to operate on the roadways of the City, wherever they are going.

Richards: We came to the City Council because we really want to have some regulations. We are doing the right thing, we have insurance on them so it takes care of your passengers and it takes care of the bike. The drivers are sub-contractors. We are going to make sure that the public is safe, but at the same time we'd also like to see some basic regulations because from a small business standpoint we have a lot of pedicab companies that come in here to Charlotte for Panther games, for the DNC, and other events that come in here and they don't have a business license to operate in Charlotte, they don't have insurance to protect the public and they are not paying taxes to actually be on the road, whether it is sales tax or any other tax. We are going to do the right thing, if we are going to be local business owners we would like to partner with Center City Partners in order to make sure we are playing on the same playing field, but at the same time doing the right thing for the public.

Dulin: We fought that with out of town limo drivers and we are still fighting it. We haven't won that battle yet, but we are in it.

Richards: Unfortunately, a lot of these guys travel from city to city with substandard equipment and they can't maintain certain safety features.

Dulin: A question for the Police, we don't have any way to know whether, it is one of Thomas' pedicabs or someone from South Carolina, do we?

Voorhees: Not really because with PVH ordinances you've got the sticker in the window and you can visually see some kind of proof, but with pedicabs I'm not sure that we would know that.

Dulin: Would you help us to figure out some way to differentiate you all from a pirate?

Richards: Absolutely.

Dulin: Put that on the list of things we need to work on.

Fallon: Couldn't it be some kind of a license that would be on the front, a decal of some sort that would be a Charlotte decal?

Richards: It could be. New York as well as Arizona actually have some metal decals that actually goes on the bike. It is whatever the City decides.

Fallon: You sub-contract. Do you inquire and find out if they have a criminal background?

Richards: Yes, we do basic background checks with NC 123.

Campbell: What I'm hearing is that you want staff to continue to pursue a regulation process?

Fallon: Yes, I think it is a good idea since we are going to have them on the streets more than just like the DNC or something. They are there all the time and they are around center city.

Campbell: What we can do is call the stakeholders together, CDOT and Center City, the pedicab industry and have a conversation to see if we can frame something that will be functional for everybody that we can possibly bring back to the Committee.

Fallon: I think you are going to have to regulate how many, because you don't want the streets totally cluttered up so you can't just say it is open season and do what you want.

Campbell: So, you want to entertain a cap of some sort?

Fallon: I think so.

Dulin: Who knows how many there are?

Fallon: That is what a stakeholders group does.

Campbell: We can throw that out as a possibility and see what we can devise and bring back.

III. <u>Prescription Drug Disposal</u>

Mr. Campbell stated that this item was referred by Council member Barnes. He wanted to look at what could possibly be done with prescription drug disposal and what we wanted to do was educate the Committee on what is currently going on with CMPD with the prescription drug abuse program. He then turned it over to Captain Voorhees.

Captain Voorhees read through the "Prescription Drug Abuse" presentation (copy attached). He discussed the scope of the problem, the most commonly abused drugs, how people are obtaining the prescriptions, what CMPD is doing to combat the issue, and who

they are partnering with. He also passed around a "Operation Medicine Drop" handout (copy attached).

Fallon: Could we combine a prescription drug disposal with a shredding event?

Voorhees: We could look into that.

Dulin: On slide 10, tell me about the numbers on the Hydrocodone 10/325.

Almond: The first number is the amount of Hydrocodone and the second number is the amount of Acetaminophen which is Tylenol. Hydrocodone is a generic name and the brand names you may have heard are Vicodin, Loatab.

Dulin: I understand the medical numbers, but I didn't know whether that was the 10 kids out of 325.

Campbell: When the referral came from Council member Barnes, he wanted to know the possibility of using Division Offices as drop locations, but given what you just learned about the narcotics and the fact that they have to be turned over to a law enforcement officer, I think speaking for the Chief, he would be uncomfortable having narcotics where you can't control it to be at the Division Offices. Also, we wanted to let you know that there are structured events throughout the year as the Captain mentioned where we do allow the citizens an opportunity to clean out old medication.

Fallon: If you did it at the same time you do the shredding, it means a policeman would have to be there to accept it.

Voorhees: You are right, the Policeman would have to be there. At normal shred events, I don't believe we are there.

Fallon: I think that would be a very easy thing for people to bring when they bring their shredding stuff.

Voorhees: In general anybody who had unused or unwanted prescription meds could turn them over to a police officer and we could turn it in for them anytime.

Dulin: Is this an opportunity for us to partner with the Fire Department? I'm very proud of the Police Stations we are building, but there aren't that many of them and everybody knows the Fire Departments are all over the place.

Voorhees: Are you talking about during the events instead of going to shopping centers for the drop off?

Dulin: Yes, why can't we make the Fire Departments because they are manned 24/7.

Voorhees: We could except during the medicine drops we would have to put law

enforcement officers at each fire station.

Campbell: You would still have the challenge to secure it. You have to have the right security because you don't know who is dropping what.

Fallon: I think that is all we have, is there anything else?

Campbell: Just for your information, the date for the next meeting will be Wednesday before Thanksgiving so I'll have Angela Maynard poll the Committee to look for a new date in November.

The meeting was adjourned at 12:55 p.m.

Community Safety Committee
Wednesday, October 17, 2012; 12:00 – 1:30 pm
Room 280

Committee Members:	Patrick Cannon, Chair Beth Pickering, Vice Chair Michael Barnes Andy Dulin Claire Fallon
Staff Resource:	Eric D. Campbell

AGENDA

I. <u>Cell Phone Update</u>

Staff Resource: Carolyn Johnson

At the June 20, 2012 Community Safety Committee meeting, the Committee received information on the issue of regulating all phone use while operating a motor vehicle in the Charlotte City limits. Staff will provide an update on this issue.

<u>Attachment:</u> 1. Cell Phone Memo Update.doc

II. <u>Pedicab Regulation</u>

Staff Resource: Thomas Powers and Tracey Evans

At the July 23, 2012 City Council meeting, a referral was approved for the Committee to review and consider regulations of pedicabs within the City of Charlotte.

<u>Attachment:</u> 2. Pedicab Memo.doc
3. Pedicab Legislation.ppt

III. <u>Prescription Drug Disposal</u>

Staff Resource: Captain Coerte Voorhees

At the June 11, 2012 City Council meeting, a referral was approved for the Committee to review prescription drug disposal programs within the City and determine if CMPD division offices can be uses as collection point for old or unwanted medicines.

<u>Attachment:</u> 4. Prescription Drug Trends.ppt

<u>Next Meeting</u>: Wednesday, November 21; 12:00 p.m., Room 280

Distribution:	Mayor/City Council Bob Hagemann Captain Willis	Curt Walton, City Manager Stephanie Kelly	Leadership Team Rodney Monroe

CITY OF CHARLOTTE
OFFICE OF THE CITY ATTORNEY
Memorandum

TO: Community Safety Committee

FROM: Carolyn D. Johnson, Sr. Deputy City Attorney
Richard R. "Rusty" Perlungher, Assistant Police Attorney

DATE: October 10, 2012

RE: Update - Chapel Hill Mobile Phone Ban and Towing Litigation

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This memorandum provides an update regarding recent developments in the litigation involving the Town of Chapel Hill's mobile phone use ban and towing ordinances.

Since August 8th, Chapel Hill has been permanently enjoined from enforcing its ordinance prohibiting the use of mobile phones while driving and its towing ordinance. Durham County Senior Resident Superior Court Judge Orlando Hudson, found that Chapel Hill's:

1. Mobile phone use ban ordinance is unconstitutional because the town's authority to enact such an ordinance is pre-empted by the State's comprehensive scheme of mobile phone regulation; and,

2. Towing ordinance is unconstitutional because the underlying statutory authority (N.C.G.S. § 20-219.2) is an unconstitutional local regulation of trade prohibited by Article II, § 24 of the State Constitution.

In August, Chapel Hill's Town Council voted to appeal the Court's ruling to the North Carolina Court of Appeals. Chapel Hill's City Attorney filed motions seeking a stay of the lower court's ruling pending the Court of Appeals' review of the constitutionality of the town's ordinances. Those motions were denied, leaving in place the prohibition against enforcing the town's cell phone and towing ordinances.

No further actions with respect to the case have been docketed with the Court of Appeals as of October 8th. We will continue to monitor this case as it not only impacts the City's ability to regulate mobile phone use, it also may have significant bearing on the City's towing ordinance, given that our ordinance relies upon the same statutory authority as Chapel Hill's.

If you have additional questions, please do not hesitate to contact either of us.

CC: Bob Hagemann, City Attorney
Mark Newbold, Police Attorney

CHARLOTTE

Memorandum

TO: Community Safety Committee

FROM: Eric D. Campbell, Assistant City Manager
Tracey Evans, Assistant City Attorney – Police
Thomas Powers, Assistant City Attorney

DATE: October 12, 2012

RE: Council's Referral of Pedicab Ordinance Changes

During the July 23, 2012 Council Business meeting, per the request of the newly formed Charlotte Pedicab Association, Council referred the issue to the Community Safety Committee regarding possible changes to the Pedicab ordinance and for possible inclusion under the Passenger Vehicle for Hire office. This memorandum provides background on the issue, staff's recommendations, and relevant ordinance provisions.

I. Current Pedicab Ordinance Sections

Pedicabs are currently regulated under City Ordinance section 14-254.

- Definition- As used in this section, the term "pedicab" means a device with three or more wheels which is pedaled by one individual and is used for, or is capable of, transporting passengers in seats or a platform.
- There are requirements for:
  - Brakes- 14-254 (c)
  - Lights- 14-254 (d)
- No oversight by any City department

II. Prospective Pedicab Ordinance Changes

- Oversight by the City of Charlotte
- Insurance Requirement
- Company & Driver Permits
- Safety Inspection
- Driver Requirements
  - Have a valid driver's license
  - No prior DUIs

Options For Consideration:

- *No change.* Keep the ordinance provision as is.

- *Regulate under CDOT and Center City Partners.* Adopt some or all of the Charlotte Pedicab Association's recommendations and regulate under this department.

- *Regulate under Passenger Vehicle for Hire Ordinance.* Adopt some or all of the Charlotte Pedicab Association's recommendations and regulate under this department.

Staff is available to answer any questions concerning this memorandum that you may have. Please do not hesitate to contact us, our contact information is:

Eric D. Campbell:	704-336-5158 or ecampbell@charlottenc.gov
Tracey Evans:	704-353-1063 or tevans@cmpd.org
Thomas Powers	704-336-5878 or tpowers@charlottenc.gov

cc: Robert E. Hagemann, Esq./ City Attorney
Major Jeffrey Estes/CMPD
Captain Michelle Hummel/CMPD
Kirkham Young/ Passenger Vehicle for Hire Manager

CHARLOTTE
OFFICE OF THE CITY MANAGER

Pedicab Legislation

Community Safety Committee
October 17, 2012
12:00pm

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Current Pedicab Legislation

Chapter 14 Motor Vehicles and Traffic
Article VI Bicycles
Section 14.254 Pedicabs
- (a) Definition
- (b) Applicability of Section
- (c) Brakes required
- (d) Lamps required
- (e) Operation on sidewalk

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Definition of Pedicab

- *14-254(a)*
  - A device with three or more wheels which is pedaled by one individual and is used for, or is capable of, transporting passengers in seats or a platform.

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Current Owners/Operators

- The owners from R&R Pedicab and Cycle Taxi USA have informally formed the Charlotte Pedicab Association and are lobbying for changes to be made to the industry
- Known operators in Charlotte include:
  - R&R Pedicab
  - Cycle Taxi USA
  - Charlotte Pedicab
- Roughly 20-30 pedicabs currently in operation in Uptown Charlotte.

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Major Concerns

- Standard criteria for operation such as type of cab, lamps, brakes
- Standard application process
- Proof of license
- Liability Insurance
- Ability to ride on sidewalks

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Regulation in other Cities

Austin, TX

- Definition: (18) PEDICAB means a chauffeured, non-motorized vehicle that is propelled by pedals and operated for compensation, but does not include a vehicle that is equipped with individual bicycle-style seats with pedaling stations for passengers.
- Enforced by Urban Transportation Committee and Austin Police Department

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Regulation in other Cities

Austin, TX

- Policy in Ground Transportation Passenger Services
- Liability insurance requirements
- Non-motorized service inspection requirements
- Application process for operating authority in Austin

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Regulation in other Cities

Phoenix, AZ

Definition: Pedicab means either a bicycle or a motorized electric or gas powered bicycle or tricycle that transports or is held out to the public as available to transport passengers for hire

Enforced by Phoenix Police Department

- Requires license
- Requires inspection tag issued by Police Department
- Operating criteria such as size, width, routes fares and schedules

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Regulation in other Cities

Dallas, TX

Definition: Pedicab means a device with two or more wheels designed to carry passengers while being propelled by human power.

- Enforced by Police Department and Dallas Area Rapid Transit System
- Operating Authority required, annual fee
- Required proof of commercial liability insurance
- Standard operating procedures, schedules, route and fares.

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Regulation in other Cities

Raleigh, NC

- No Current legislation

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Regulation in other Cities

Wilmington, NC

Definition: Pedicabs. A cycle with three or more wheels operated by one person for the purpose of, or capable of, transporting passengers for hire in seats or on a platform made part of the pedicab

- Ordinance under vehicles for hire
- Vehicle for hire license (maximum number for pedicabs is 22)
- Drivers permit
- Liability insurance

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Options

Options:

1. Keep ordinance as-is
2. Regulate Pedicabs under CDOT and Center City Partners
3. Regulate Pedicabs under Private Vehicles for Hire (PVH)

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Prescription Drug Abuse

Captain Coerte Voorhees
Special Investigations

Prescription Drugs

Where is the busiest Wal-Mart Pharmacy in America?

- #1 Location Hendersonville NC
- #2 Location Forest City NC

Prescription Drug Abuse Scope of the Problem

4.5 Million Teens (nearly 1 in 5) report abusing a Prescription Drug*

From 1994 to 2003 the number prescriptions for controlled substances rose from 22 million to 354 million annually.**

The number of admissions for misuse of prescription painkillers to hospital emergency rooms rose from 40,000 in 1994 to over 300,000 in 2008.**

*Partnership for Drug-Free America
** White House Study

Scope of the Problem

- # of ER events relating to non-medical use of Rx drugs equal that of "street drugs" *****
- Rx Drugs are the leading cause of Accidental Deaths in U.S.****

****Center for Disease Control

*****Drug Awareness and Warning Network

Our Kids

- 1 in 5 teens has used RX drugs illegally*
  - 1 in 10 has tried pain relievers such as Vicodin, Percocet, Oxycontin or Codeine
  - 1 in 10 has used stimulants, Ritalin or Adderall for non-medical purposes
- 1 in 11 teens has admitted to getting high on OTC cough medicine*
- #1 for first time drug users*****
- 2,500 teens try RX drugs for the 1st time each day*

*Partnership for Drug-Free America

**National Survey on Drug Use and Health

***Substance Abuse and Mental Health Services Administration

Who's abusing in Charlotte?

All members of the community with no regards to race, sex, or ethnic background.

The abuse is wide spread and directly impacts all levels of social status.

Who you ask? EVERYONE.

Why Prescription Drugs?

- 41% of Teens indicate that RX Drugs are less dangerous than illegal drugs
- Santized-created in medical laboratory, no junk
- Sanctioned-accepted by society as "positive"
- Safe-certified by FDA

Most Commonly Abused in Charlotte

- Hydrocodone 10/325 or 10/500
- SOMA
- Oxycodone HCL 30mg
- Opana
- Suboxone
- Promethazine with Codeine
- Benzo (Valium, Clonazepam, Xanax)
- Adderall IR

Obtaining RX

- Almost all children and teens get RX from family medicine cabinet
- Adults will forge prescriptions by altering legit RX by changing amount or "washing", stealing blank pad, self manufacturing, or calling in
- Purchase from others that obtain legit RX
- Doctor Shopping

What can be done?

- Lock up meds at home
- Dispose of outdated or unused medication
- Protect your personal identity so someone cannot use your identity to obtain fraudulent prescriptions in your name

What is CMPD doing to combat the problem?

- CMPD networks with Pharmacies, hospitals, Board of Pharmacy, Medical Board, Board of Dentistry, State Bureau of Investigation, NC Board of Nursing, private physicians, Mecklenburg Drug Free Coalition, Chronic Pain Coalition
- CMPD shares information regarding trends, suspects, or methods of operation
- CMPD promotes treatment during investigations

Other Partners

- CMUD-Put information on Operation Medicine Drop in pamphlets for their customers
- Char-Meck 311 puts information on City website
- Carolinas Healthcare System
- SBI and DEA Operation Medicine Drop

Questions?

- CMPD Vice and Narcotics Diversion Unit
- Detective Jamie Almond
- Detective Matt Grimsley
- Captain S.C. Voorhees
- jalmond@cmpd.org
- mgrimsley@cmpd.org
- svoorhees@cmpd.org

Operation Medicine Drop

Operation Medicine Drop is a program that enables citizens to turn in unused/expired medication at designated sites throughout Mecklenburg County. The medications that are collected are turned in to CMPD's Property Control Division for immediate and proper disposal.

The program began in March 2009 and its partners include:

- Police agencies in Mecklenburg County
- Carolinas Medical Center
- DEA
- Charlotte-Mecklenburg Safe Kids
- Poison Control Center
- Local Radio Stations
- Charlotte-Mecklenburg Utilities

The two most recent Operation Medicine Drop events were held on September 29, 2012 and April 21, 2012. 495.5 pounds of medication were collected at the September 29 event and 1,011 pounds were collected on April 28.

A copy of the flyer advertising the September 29 event is attached.

OPERATION MEDICINE DROP

Poisoning from *prescription* medication is one of the leading causes of death nationwide. Help protect your family and the environment. Bring your unused or expired prescription medications to Operation Medicine Drop where law enforcement will dispose of them properly.

September 29th, 2012 10am– 2pm

Stonecrest Shopping Plaza– In front of Harris Teeter
7852 Rea Road, Charlotte NC

Morrocroft Village Shopping Plaza– In front of Harris Teeter
6701 Morrison Boulevard, Charlotte NC

The Shops at Highland Creek - In front of Harris Teeter
5810 Prosperity Church Road Charlotte NC

Pikes Pharmacy
2133 Shamrock Dr. Charlotte NC
Above locations, Sponsored by the Charlotte-Mecklenburg Police Department

September 29th, 2012 10am– 2pm

Matthews Festival—In front of Harris Teeter
1811 Matthews Township Parkway, Matthews NC
Sponsored by the Matthews Police Department

September 29th , 2012 10am-2pm

9101 Pineville Matthews Rd—In front of Bi-Lo, Pineville NC
Sponsored by the Pineville Police Dept

September 29th 12pm-4pm

Walgreens
9202 Lawyers Rd, Mint Hill NC
Sponsored by the Mint Hill Police Dept

More information: www.levinechildrenshospital.org/operationmedicinedrop

Carolinas Medical Center
Carolinas Center for Injury Prevention
Unsurpassed Excellence. Commitment to Care.

Safe Kids Charlotte-Mecklenburg

POISON Help 1-800-222-1222

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103.7 WSOC COUNTRY'S HOTTEST HITS

YADKIN RIVERKEEPER