



# SAFETY Network

February 2010

[www.michigan.gov/ohsp](http://www.michigan.gov/ohsp)

## Michigan Traffic Safety Summit agenda set for March 30-April 1

The 15th Annual Michigan Traffic Safety Summit features five general sessions and twenty-eight workshops at the Kellogg Hotel & Conference Center in East Lansing, March 30-April 1.

Participants will explore the topics of distracted driving, repeat offenders, new traffic laws, senior mobility, roundabouts, railroad crossings, motorcycle crashes, crash investigation, and young driver programs.

Discover how New Mexico's drunk driving strategies and programs have significantly reduced the state's alcohol-involved traffic deaths. Learn what behavioral countermeasures work and

which ones don't. Share a parent's story of heartbreak, hope, and faith when dealing with their daughter's involvement in a horrific crash.

### MICHIGAN TRAFFIC SAFETY SUMMIT

Registration is \$125 for participants and the registration deadline is March 12. After March 12, only on-site registrations will be accepted if space is available. On-site registration must include a check made payable

to the State of Michigan. Non-profit exhibitor registration is \$125 and the for-profit exhibitor fee is \$395. Space is limited and the registration deadline for exhibitors is March 1. Exhibits will be on display Tuesday, March 30, 8 a.m. – 4:30 p.m.

The Kellogg Hotel is the official hotel for the Summit and lodging is \$65 per night for single or double accommodations. For reservations, call (517) 432-4000. Mention the Michigan Traffic Safety Summit when making the reservation.

For more information and registration forms, visit [www.michigan.gov/ohsp](http://www.michigan.gov/ohsp).



## FocusDriven focuses in on dangers of distracted driving



In January, U.S. Transportation Secretary Ray LaHood and National Safety Council President Janet Froetscher announced the creation of FocusDriven, the first national nonprofit organization devoted specifically to raising awareness about the dangers of distracted driving.

FocusDriven is the result of the 2009 Distracted Driving Summit. There, sev-

eral family members of distracted driving victims came together, met each other, shared their stories, and joined forces to turn these tragic events into positive actions that will help save lives.

Judy Teater of Spring Lake, Michigan, was one of those family members and serves as treasurer of the group. Teater lost her seventh grade son, Joe, when a 20-year-old woman, driving a Hummer while talking on her cell-phone, ran a red light and slammed into the passenger side of their car. The driver passed four cars and a school bus that had all stopped at the red

light. She never applied her brakes, and witnesses reported seeing her talking on her cell phone and looking straight out the front window.

Modeled after Mothers Against Drunk Driving, FocusDriven hopes to change the way Americans view distracted driving with advocates who have experienced the terrible consequences of that practice firsthand.

#### WHAT YOU CAN DO

The Office of Highway Safety Planning has two posters available for agencies

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## Strickland is new NHTSA administrator

David L. Strickland was sworn in January 4 as the new National Highway Traffic Safety Administration (NHTSA) administrator.



David L. Strickland

Efficient Transportation Equity Act—a Legacy for Users.

His work in advising Commerce Committee members led to the inclusion of several significant vehicle safety mandates, including the electronic stability control mandate for passenger vehi-

cles. Strickland advised Congressional members on safety reforms and funding increases for NHTSA's seat belt and drunk driving grant programs and earned national recognition from Mothers Against Drunk Driving, who named him Congressional Staffer of the Year in 2004 for his role in making the driving public safer.

Prior to his appointment, he served for eight years on the staff of the U.S. Senate Committee on Commerce, Science, and Transportation. As the Senior Counsel for the Consumer Protection Subcommittee, he was the lead staff person for the oversight of NHTSA, the Federal Trade Commission, and the Consumer Product Safety Commission. Strickland also served as the lead Senate staff person in the formulation of the Corporate Average Fuel Economy reforms and standards included in the Energy Independence and Security Act of 2007. He held a staff leadership role in the 2005 reauthorization of NHTSA in the Safe, Accountable, Flexible,

He has a Juris Doctor from Harvard Law School, and earned his bachelor's degree in communication studies and political science at Northwestern University.



## Greenville man is Saved by the Belt

A Greenville man survived a head-on crash with a drunk driver thanks to his decision to buckle up.

Judson Henry Bancroft, 31, was westbound on 14 Mile in Kent County when the driver of an eastbound vehicle attempted to pass another car and struck his pickup head-on November 15, 2009. The two vehicles then crashed into the eastbound vehicle being passed. The crash totaled Bancroft's truck, bending the frame and crushing the front end and driver's side door. He suffered head and leg injuries.

The eastbound driver that struck Bancroft died in the crash and tests later confirmed that individual was drunk. The driver of the third vehicle also died in the crash. Bancroft was nominated for the Saved by the Belt award by Kent County Sheriff's Deputy Matt Batchelder, who stated, "Had Bancroft not been wearing his belt, he would have certainly sustained life threatening, if not fatal, injuries due to the speed on that portion of roadway."



## OHSP's Perukel is Preventionist of the Year



Dianne Perukel (left) receives the 2009 Preventionist of the Year award from Sheila Taylor of Michigan Prevention Association.

Association Conference. The award honors individuals who have demonstrated integrity, commitment to personal service, respect for colleagues, and citizen advocacy.

Perukel was nominated by Sheila Taylor of the Michigan Prevention Association who wrote:

"She is particularly committed to reduction of underage drinking, and is considered one of the people who helped develop MCRUD, and has championed getting funds to grassroots levels for the best use in local communities. One imagines Dianne would share our passion for prevention even if it weren't 'her job'."

Perukel has worked for OHSP for 10 years.

Dianne Perukel, Office of Highway Safety Planning's (OHSP) teen programs coordinator, was named the 2009 Preventionist of the Year during the Michigan Prevention

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## MDOT explains cable, guardrail, and concrete barrier types

On state trunklines, the selection of median barrier type is handled on a case-by-case basis by the Michigan Department of Transportation (MDOT). MDOT uses three barrier types for reducing median crossover crashes: cable barrier, traditional beam guardrail, and concrete barrier. Each location is carefully reviewed, and barrier selection is made based on the roadway features. At times, more than one barrier type may be selected on a particular project due to roadway variations along the route.

### FOLLOWING IS MORE INFORMATION ON THE BARRIER TYPES USED BY MDOT:

#### CABLE BARRIER

The recent cable barrier installations on Michigan roadways involve a barrier system called the high-tension cable barrier. States using this barrier have reported a 95 percent effectiveness rate in capturing and redirecting vehicles along the roadway. Moreover, cable barriers have proven to be an effective tool in reducing median crossover crashes. Since fatalities usually occur with crossover crashes, state transportation agencies are very interested in reducing this type of crash.

Cable barriers offer the most flexibility of all barrier types. This leads to a lower risk of injuries as the cable system absorbs more impact energy resulting in less impact forces transferring to the vehicle and its occupants. Furthermore, the cable barrier has the lowest installation cost of all barrier types and can be placed on steeper slopes than guardrail and concrete barriers. However, cable barriers usually require more maintenance than guardrail or concrete barriers, and this may discourage its use in certain areas, especially those with an unusually high number of crashes. Lastly, in order to use cable barrier, there must be adequate room for the cable system to deflect during an impact.



Based on the information gathered from other states, the department conducted a study in 2007 to evaluate the impact cable barriers would have on freeways where no median protection is present. Based on the results of this study, MDOT has initiated a \$14 million per year, three year funding program to install cable barriers on 300 miles of freeway with a history of crossover crashes. With a 95 percent reduction of this crash type expected, it is anticipated this safety initiative will prevent thirteen fatalities and fifty-one serious injuries per year on Michigan's freeways.

#### TRADITIONAL BEAM GUARDRAIL

Traditional beam guardrail is classified as a semi-rigid barrier, meaning that it is flexible compared to concrete barrier, but far more rigid than cable barrier. Less impact deflection means guardrails can be placed closer to the hazard it is trying to shield. However, guardrail is more expensive than high-tension cable barrier and flatter slopes are required when installing guardrail, so this may result in a higher installation cost. Also, this type of barrier has a greater potential of redirecting an impacting vehicle back into the traffic stream, thereby increasing the chance for a secondary crash with another vehicle.

#### CONCRETE BARRIER

The concrete barrier is a rigid barrier. As the name implies it normally does not deflect during an impact. Concrete barriers require very little maintenance, however, this type of barrier has the highest installation cost of all barrier types, depending on the amount of earthwork, drainage hardware, and pavement quantities required to install the barrier. Also, studies have shown that the impact angle increases as the distance between the barrier and the traveled lane increases. Since rigid barrier offers virtually no flexibility, it is preferable to keep the impact angle to a minimum in order to minimize injuries to vehicular occupants. As a result, concrete barrier is not regarded as an ideal choice for very wide medians. Nonetheless, its use may be warranted if its overall life-cycle cost is less than other barrier types, and if its use is deemed appropriate based on a site-specific engineering evaluation.

Compared to cable barrier and traditional beam guardrail, concrete barrier has a greater potential of redirecting an impacting vehicle back into the traffic stream, thereby increasing the chance for a secondary crash with another vehicle.

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## Michigan's ignition interlock law in effect October 31

By Kenneth Stecker

Traffic Safety Resource Prosecutor, Prosecuting Attorney's Association of Michigan

One of the most important purposes of Michigan's drunk driving laws is to prevent crashes, severe injuries, and deaths caused by impaired drivers. Still, alcohol-impaired driving takes an enormous toll in the United States, killing approximately one person every forty-five minutes, according to the National Highway Traffic Safety Administration (NHTSA). In 2008, nearly 11,773 people were killed in alcohol-impaired driving crashes, accounting for nearly one-third (32 percent) of all traffic-related deaths in the United States. Of the 216 child passengers ages 14 and younger who died in alcohol-impaired driving crashes in 2008, about half (99) were riding in the vehicle with the alcohol-impaired driver.

Although there is no single strategy that will solve this serious problem, technology presents great possibilities in the area of impaired driving prevention. One of these promising strategies is the Breath Alcohol Ignition Interlock Device (BAIID), more commonly known as the ignition interlock.

What is an ignition interlock? It is a device installed in a vehicle's dashboard, and before the vehicle's motor can be started, the driver blows into a mouthpiece attached to the device, which then measures the individual's BAC level. If the driver does not have a BAC level at or above the pre-set level, usually .025, then the vehicle will start. NHTSA standards require the "failure" to be within  $\pm 0.01$  of the pre-set limit, with the lockout set at .025.

It should be noted that the BAIID also may be set for "running" retests, which require a driver to provide further breath tests at various times once the driver has started the vehicle. The "running" retests stop a driver from asking someone else to start the vehicle and then thereafter, the driver begins to drink alcohol while driving. A "running" retest failure is logged in the driver's data recorder, and it also sends

an audible and visual warning so that other vehicles on the highway will be aware of this vehicle on the highway.

In the past several years, research has shown that the BAIID, when properly installed in the vehicle, is effective in preventing drunk driving. Research also has shown that ignition interlocks reduced re-offending among first-time offenders and repeat impaired driver offenders, with reductions in subsequent impaired driving arrests ranging from 50 to 90 percent. Nevertheless, the public, some police officers, and prosecutors are not familiar with the BAIID and why this device is important in combating drunk driving.

The use of the BAIID is beginning to spread across the United States. Soon, Michigan will be one of the states providing for a more effective use of the BAIID for first-time offenders in drunk driving criminal cases.

Effective, October 31, 2010, Michigan will amend various sections of the Michigan Vehicle Code pertaining to the BAIID. Some of the key changes are:

- >> Create a high BAC category of "operating while intoxicated" for individuals having a BAC of 0.17 grams or more.
- >> Provide enhanced penalties for a high BAC offense. A first offense high BAC would be a misdemeanor punishable by a maximum of 180 days (increased from ninety-three days) and/or a fine of at least \$200 but not more than \$700 (increased from not less than \$100 but not more than \$500). The maximum community service that could be imposed would remain at no more than 360 hours. The penalties for a subsequent high BAC offense would be the same as for any repeat drunk driving offense.
- >> Require the Secretary of State (SOS) to suspend the driver's license of an individual for a high BAC offense for one

year if he or she had no prior convictions within the previous seven years or not more than two convictions within ten years. A restricted license would have to be issued, but not during the first forty-five days of suspension.

- >> Require a person convicted of a high BAC offense from operating a vehicle under a restricted license unless the vehicle was equipped with an approved and properly installed ignition interlock device. This would include devices calibrated so that the vehicle could not be started if the BAC level of the operator reached .025.
- >> Prohibit a person issued a restricted license requiring an ignition interlock device from removing the device or causing it to be removed unless the SOS issued an order authorizing its removal.
- >> Require, before an ignition interlock device is ordered removed by SOS, verification that the person had operated the vehicle with no instances of reaching or exceeding a BAC of .025.
- >> Require the SOS to impose an additional period of license suspension and restriction if the person violated the conditions of the restricted license or attempted to operate a vehicle with a BAC of 0.025. This provision would not apply to a start-up test failure within the first two months after the device had been installed.

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>> Require that courts impose mandatory rehabilitation for offenders convicted under this offense.

Every day, thirty-two people in the United States die in motor vehicle crashes that involve an alcohol-impaired driver. The annual cost of alcohol-related crashes totals more than \$51 billion, according to NHTSA. Perhaps the Michigan ignition interlock law will be an effective measure that can help prevent injuries and deaths from alcohol-impaired driving.

For more information on these cases and statutes and PAAM training programs, contact Kenneth Stecker, Traffic Safety Resource Prosecutor, at (517) 334-6060 or e-mail at [steckerk@michigan.gov](mailto:steckerk@michigan.gov). Please consult your prosecutor before adopting practices suggested by reports in this article. Discuss your practices that relate to these statutes with your commanding officers, police legal advisors, and the prosecuting attorney before changing your practices in reliance on a reported legislative change.

## OHSP garners highway safety award



The National Highway Traffic Safety Administration presented the Office of Highway Safety Planning (OHSP) with the Excellence in Highway Safety Award

in December. OHSP was honored for Michigan's achievement of an eighty-four year low in traffic fatalities. In 2008, traffic fatalities fell to 980, compared to 2007's 1,084 deaths.

## MSP Hometown Security Team patrolling Upper Peninsula

The Michigan State Police 8th District Headquarters in Marquette now has a new Hometown Security Team. The team consists of five troopers and a sergeant and will provide law enforcement presence at special events, in high-traffic and high crime areas, and where there is a limited law enforcement presence in the region. The team is funded through a federal grant.

Traffic crashes in the region rise with a summertime increase in tourists, so the team will provide patrols during the Labor Day Mackinac Bridge Walk, the St. Ignace Car Show, and along major trunklines in the region. Motorists traversing the Upper

Peninsula will see an enhanced presence as the team patrols US-41, M-28, and U.S.-2 in an effort to apprehend impaired drivers and reduce the deaths and injuries caused by traffic crashes.

"This team is primarily focused on traffic safety, crime detection and prevention, and rapid deployment to assist communities during crisis or disasters so those who reside and travel to the region will be safer," said Captain Myles McCormack, 8th District Commander. "We see the creation of this team as a win-win situation for the citizens and visitors of the Upper Peninsula."

## New Year starts on sober note for many following drunk driving crackdown

The new year started on a sober note for 300 drunk drivers arrested during the holiday *Drunk Driving. Over the Limit. Under Arrest.* crackdown conducted December 23, 2009 – January 3, 2010.

Law enforcement officers from more than 200 agencies worked nearly 7,500 hours of stepped up enforcement aimed at curtailing drunk driving during the twelve-day enforcement period. This resulted in 7,510 traffic stops and more than 5,700 citations or arrests, including 137 for other alcohol- and drug-related charges such as open intoxicants and underage drinking.

In addition to the drunk driving arrests, more than 360 other misdemeanor and felony arrests were made and officers issued 114 seat belt and child restraint, 809 speeding, and 361 uninsured motorist citations.

Preliminary data reports three people were killed in traffic crashes during the Christmas holiday and seven died during the New Year's holiday period. Three of

those deaths were alcohol and/or drug-related. During the same period in 2008, 20 people were killed in traffic crashes and three of those involved alcohol.

OHSP coordinated the statewide effort throughout the holiday season funded by



\$300,000 in federal highway safety grants in thirty counties. Grant-funded counties included Allegan, Barry, Bay, Berrien, Calhoun, Cass, Chippewa, Genesee, Grand Traverse, Houghton, Ingham, Isabella, Jackson, Kalamazoo, Kent, Lapeer, Livingston, Macomb, Marquette, Monroe, Muskegon, Oakland, Ottawa, Saginaw, St. Clair, Tuscola, Van Buren, Washtenaw, Wayne, and Wexford.

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## FHWA revises rules to make highways safer

As part of his continuing effort to improve safety on the nation's roads and bridges, U.S. Transportation Secretary Ray LaHood recently released a comprehensive update to the Manual on Uniform Traffic Control Devices (MUTCD). The manual, which has been administered by the Federal Highway Administration (FHWA) since 1971, sets the standards for road safety throughout the country.

The MUTCD is the national standard for all traffic control devices, including traffic signs, pavement markings, signals, and any other devices used to regulate, warn or guide traffic. Ensuring uniformity of traffic control devices across the nation - from their messages and placement to their sizes, shapes and colors - helps to reduce crashes and traffic congestion. This is the first comprehensive update to the manual since 2003.

The MUTCD's 2009 edition features many new and updated requirements, ranging from changes in highway signs

and bike lanes to the color of high-visibility garments worn by road workers. Most changes are a result of extensive research; however, seven changes stem from recommendations from the National Transportation Safety Board (NTSB). This is the largest number of NTSB recommendations adopted by the MUTCD at one time.

By requiring better pavement markings which can increase bike lane safety, and extending walk times for pedestrians at crosswalks, the updated MUTCD furthers the "complete streets" concept - an effort long championed by the FHWA to ensure roads accommodate all types of travel, not just automobiles.

### Among the other new provisions in the MUTCD:

>> Replacing highway signs with brighter, larger, and more legible ones that are easier to understand at freeway speeds. States will begin using the newer signs as existing ones wear out.

- >> Adding different lane markings for lanes that do not continue beyond an intersection or interchange to give drivers more warning that they need to move out of the lane if they don't intend to turn.
- >> Expanding the use of flashing yellow arrow signals at some intersections to give a clearer indication that drivers can turn left after yielding to any opposing traffic.
- >> Changing the formula used to calculate crosswalk times to give walkers more time.
- >> Identifying electronic toll collection lanes with purple signs - the first time purple has been sanctioned for use on highway signs.
- >> Adding overhead lane-use control signs to reduce confusion among drivers on unfamiliar multi-lane roadways.

## FMCSA raises safety requirements for new truck and bus companies

The U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) recently began enforcing its New Entrant Safety Assurance Process rule, which requires newly registered truck and bus companies to meet stricter safety requirements. This rule raises the compliance standards for passing new entrant safety audits and requires that new carriers correct safety deficiencies before being granted permanent registration.

Under the new requirements, a newly registered truck or bus company will automatically fail its safety audit if violations of any one of sixteen essential federal regu-

lations are discovered. These regulations cover controlled substances and alcohol testing, hours-of-service rules, driver qualifications, vehicle condition and carrier insurance responsibility.

Failure to pass a new entrant safety audit may result in revocation of a carrier's registration, unless that carrier takes corrective action within a time period established by FMCSA. Additionally, if certain violations are discovered during roadside inspections, the new carrier may be subject to an expedited safety audit or a compliance review that can result in fines or an out-of-service order.



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## Federal ban enacted on commercial truck driver texting while driving

U.S. Transportation Secretary Ray LaHood recently announced federal guidance to prohibit texting by drivers of commercial vehicles such as large trucks and buses. The prohibition was effective immediately and is the latest in a series of actions taken by the department to combat distracted driving.

The action is the result of the department's interpretation of standing rules. Truck and bus drivers who text while driving commercial vehicles may be subject to civil or criminal penalties of up to \$2,750.

Federal Motor Carrier Safety Administration research shows that drivers who send and receive text messages take their eyes off the road for an average of 4.6 seconds out of every six seconds while texting. At 55 miles per hour, this means that the driver is traveling the length of a football field, including the end zones, without looking at the road. Drivers who text while driving are more than twenty times more likely to get in an accident than non-distracted drivers.

## State police director nominated for U.S. Marshal, Western District of Michigan



President Barack Obama recently nominated Michigan State Police (MSP) Director Peter Munoz to serve as marshal for the western district

of Michigan, which stretches from the Indiana border to the Upper Peninsula and east to Lansing.

Munoz has served as MSP's director since 2006. He previously served as the deputy director of the Field Services Bureau from 2003 to 2006. He joined the State Police in 1978.

Democratic U.S. Senators Carl Levin and Debbie Stabenow recommended in June that Munoz be nominated to the post. The job requires confirmation by the full Senate.

## UD-10 trainings offered across state

A Michigan State Police trainer is traveling statewide to conduct free, on-site UD-10 training. Training is available on all shifts, any day, and sessions are six hours. A class minimum of ten students is required.

Even experienced officers and supervisors can benefit from continued training. The UD-10 training courses are continuously improved and updated to reflect current trends and laws. In addition, each agency will learn their common errors and how to improve accuracy, reporting timeliness, and meeting federal guidelines.

### The following courses are scheduled:

- March 10: Lac Vieux Desert Tribal Police, Watersmeet (western U.P.)
- March 11: Northern Michigan University, Public Safety Institute, Regional Police Academy (Marquette)
- March 19: Hastings Police Department
- March 25: Antrim County Sheriff's Office
- April 15: Saline Police Department
- April 16: Hastings Police Department
- May 5: Ingham County Sheriff's Office
- May 7: Washtenaw Community College (training consortium)
- June 1: Washtenaw Community College (training consortium)
- June 2: Ingham County Sheriff's Office
- June 3: Washtenaw Community College (training consortium)

For more information, visit [www.michigan.gov/crash](http://www.michigan.gov/crash), call (517) 322-5923, or e-mail [MSP-UD10-Training@michigan.gov](mailto:MSP-UD10-Training@michigan.gov).

## Applications sought for 2009 National Law Enforcement Challenge

The 2009 National Law Enforcement Challenge application is now available. The awards program recognizes agencies that are making a significant difference in the communities they serve through traffic enforcement.

The application and directions on completing the application can be downloaded from [www.theiacp.org/NLEC](http://www.theiacp.org/NLEC). For more information, contact Sarah Horn at [horn@theiacp.org](mailto:horn@theiacp.org) or (703) 836-6767, ext. 215. Applications must be postmarked by May 3.

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to help alert motorists of the dangers of texting while driving. To order, email [trafficsafety@michigan.gov](mailto:trafficsafety@michigan.gov) or call (517) 333-2722.

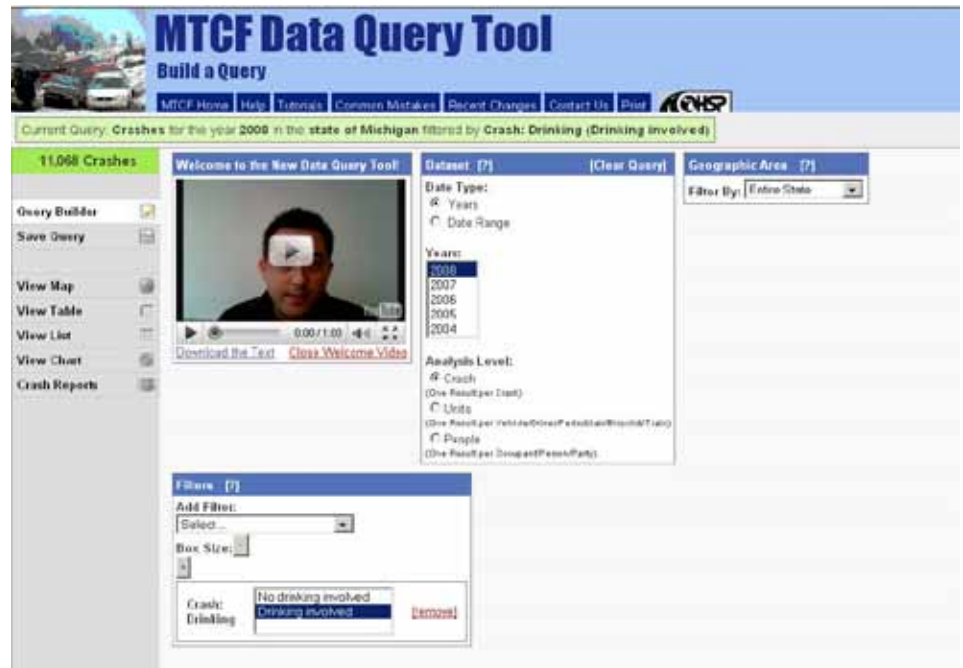
For more information about preventing distracted driving, visit [www.distraction.gov](http://www.distraction.gov), [www.nsc.org](http://www.nsc.org), and [www.focusdriven.org](http://www.focusdriven.org).



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## Identifying alcohol-involvement in crashes through Michigan Traffic Crash Facts

Research has shown that alcohol degrades a driver's physical performance, awareness of the driving environment, and response to emergency situations. It has also been shown to be overrepresented in crashes. There are two levels at which alcohol can be identified in crashes: at the overall crash level and at the driver level. Alcohol use by vehicle occupants other than the driver is not collected on the police report.



To determine how many alcohol-involved crashes there were in 2008, select CRASH at the analysis level and then select the filter CRASH: DRINKING. The results show there were 11,068 alcohol-involved crashes in 2008.

To find out how many drivers were involved in these 11,068 crashes, select UNITS at the analysis level. The result is 16,602 drivers.

To determine how many of these 16,602 drivers were actually drinking in the 11,068 crashes, add the filter DRIVER DRINKING. Click on the DRIVER DRINKING option when it appears. The results show there were 11,192 drinking drivers.



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## OHSP announces new staff assignments for 2010

The Office of Highway Safety Planning (OHSP) has announced new staff assignments for traffic safety program areas and Regional Traffic Safety Committees (TSCs) for 2010. According to Michael L. Prince, OHSP Director, "We are adjusting our staffing assignments as current traffic safety issues evolve and new ones emerge. It also enables us to streamline our office's operations and improve the efficiency of our programs."

Prince went on to say, "We have such a talented staff, and these changes will enhance their skills by allowing them to take on leadership roles in some new areas, and provides them with a much more diversified skill set, enabling them to work with, learn from, and share their experience and knowledge with an entirely new set of stakeholders."

OHSP representative to the Southwest and South Central TSCs.

Jason Hamblen will be increasing his level of emphasis on motorcycle safety with the reassignment of alcohol impaired driving programs to Dianne Perukel. He will continue to provide oversight of OHSP's adjudication programs (district courts, prosecutors, probation) and will serve as OHSP liaison to the Saginaw Valley, Thumb, and St. Clair TSCs.

Mike Harris, OHSP Law Enforcement Liaison, will assume responsibilities for Standardized Field Sobriety Testing, Advanced Roadside Impaired Driving Enforcement, Drug Evaluation and Classification, and High-Visibility Enforcement projects.

Pat Eliason will coordinate all Safe Communities traffic enforcement grants

Steve Schreier, OHSP Traffic Records Coordinator, will assume responsibility for Data-Driven Approaches to Crime and Traffic Safety (DDACTS). The DDACTS philosophy promotes the use of crime and crash data mapping for deployment of criminal justice resources. He will also serve as OHSP liaison to the West Michigan and Lakeshore TSCs.

Lynn Sutfin, Public Information and Marketing Coordinator, will serve as liaison to the Huron Valley TSC Executive Board in addition to her current communications duties.

Alicia Sledge will continue her work in the Occupant Protection, Child Passenger Safety, and EMS program areas, but will now serve as the OHSP Liaison to Wayne, Oakland and Macomb counties.

Pat Carrow, Special Programs



### STAFFING ASSIGNMENTS TAKING PLACE INCLUDE:

Jamie Dolan, OHSP Upper Peninsula Regional Coordinator, has assumed responsibilities for northern Michigan and will serve as OHSP liaison to the Traverse Bay Area and Northern Michigan TSCs. She will also provide oversight of traffic enforcement grants in northern Michigan. She will retain all of her responsibilities for program coordination in the U.P., assuming the new position title of Rural Traffic Safety Program Coordinator. She will represent OHSP at the 2010 National Summit for Rural Traffic Safety Culture in Montana.

Dianne Perukel will assume responsibilities for OHSP Alcohol Impaired Driving Programs which will be combined with the Underage Drinking Prevention and Enforcement Programs. She will serve as

with the exception of northern Michigan and the Upper Peninsula. She will also serve as liaison to the Chippewa Valley Traffic Safety Committee.

Alyson Kechkaylo, OHSP Communications Representative, will assume responsibilities for Workplace Traffic Safety Programs. She will focus on promoting the adoption of workplace policies, programs, and practices to reduce traffic crashes and promote traffic safety. She will serve as liaison to the Capitol Area TSC.

Pietro Semifero, Program Analysis and Evaluation Coordinator, will assume responsibility for oversight of the Michigan Truck Safety Commission grants. This will include the Michigan State Police Motor Carrier Enforcement grant and the Michigan Center for Truck Safety grant. His current duties for program analysis and evaluation will remain unchanged.

Coordinator, will continue to serve as the OHSP liaison with AAA Michigan for coordination of the AAA/OHSP Regional Traffic Safety Committees and handle elderly mobility, bicycle, and pedestrian safety. She will also assume responsibilities for coordination of the Annual Michigan Traffic Safety Summit and other large-scale special events and projects coordinated by the OHSP.

NEW! A Teen-Distracted Driver Program position will be joining OHSP in the near future which will focus on development of new strategies to reach teen populations with an emphasis on initiatives to address text messaging and other distractions while driving.

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Safety Network is published by the  
Michigan Office of Highway Safety Planning  
Editor: Lynn Sutfin  
Designer: Jon Benallack

Office of Highway Safety Planning  
4000 Collins Road, P.O. Box 30633  
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