

# SAFETY Network

September 2012

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

## MSU football players Saved by the Belt

Will Gholston and Lawrence Thomas wreak havoc on the football field playing for the Michigan State University (MSU) Spartans, but a car crash could have ended their promising young careers if they had not made the simple and easy choice to wear their seat belts.

The two were recently honored with Saved by the Belt awards presented by the Michigan Office of Highway Safety Planning (OHSP), AAA Michigan, and the MSU Police Department.

On May 2, Gholston and Thomas were traveling on I-96 when their vehicle was struck causing them to leave the roadway and their car to flip over multiple times, coming to rest in a ditch. The two suffered

only minor injuries thanks to their seat belts.

The Saved by the Belt program is a joint effort between OHSP and AAA Michigan which encourages law enforcement officers to nominate people who have been involved in crashes and made the life-saving choice to buckle up. Saved by the Belt awards are presented to crash survivors to bring attention to the importance of seat belts.

Wearing a seat belt is the single best means of protection in a crash and seat belt use increases the chance of surviving a crash by 45 percent. Michigan's seat belt use rate is one of the highest in the nation and seat belts save thousands of lives every year.



MSU football players Will Gholston and Lawrence Thomas were presented with their plaques during practice and honored by Michael L. Prince, director of the Michigan Office of Highway Safety Planning, Lt. Randy Holton and Sgt. Florene Taylor of the MSU Police Department, and MSU Coach Mark Dantonio.

## DRIVE SOBER <sup>OR</sup> GET <sup>OR</sup> PULLED OVER

### New state campaign uses drunk drivers' own words

Some young men think they drive better drunk than sober

Ever heard of a "professional" drunk driver? That is how many young men referred to themselves during focus groups conducted by the Michigan Office of Highway Safety Planning (OHSP) this spring. The "professionals" felt they were actually better drivers when drunk. In fact each participant had tactics and strategies, including taking side streets and not wearing a hat, to help them "outsmart" law enforcement officers.

The state's new drunk driving enforcement campaign attempted to dispel these perceptions by combining the drunk drivers' own words with a reality check: they aren't getting away with anything. Law enforcement officers are specially trained to find and arrest drunk drivers.

The new campaign kicked off as nearly 160 law enforcement agencies in 26 counties began stepped-up drunk driving patrols August 16-September 3 during the Drive Sober or Get Pulled Over crackdown.

OHSP used focus groups to gain greater insight into why young men drive drunk despite potentially stiff penalties including jail time, fines, and license sanctions. In 2011, men represented more than 80 percent of drinking *Continued on page 5 >*

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## Grant fraud: Think it can't happen in your agency? Think again

By Michael L. Prince, Director, Michigan Office of Highway Safety Planning

During a recent Webinar by the Governors Highway Safety Association, state highway safety offices across the country were briefed about some alarming incidents involving grant fraud by law enforcement officers taking part in federally funded programs for traffic safety and other activities. The schemes, most of which were associated with grants funding overtime for Special Traffic Enforcement Projects (STEPS) for seat belt, drunk driving, and speed enforcement, involved:

- >> Falsification of log sheets
- >> Falsification of traffic citations
- >> Misuse of "administrative" time

**Falsification of log sheets**—The most common fraud scheme occurred when officers misreported the hours worked, the time tickets were written, and/or the number of tickets written in order to be paid for time not worked. Some of the incidents took place with the approval of supervisors and were discovered when officers' log sheets were compared to actual time worked based on dispatch logs, ticket records, and vehicle logs.

**Falsification of citations**—This was discovered when an officer's citation book was found with completed citation information but no times noted. Times were apparently omitted from the citations until the log sheet was completed. False times were entered on the citations so it appeared that the citations were written during a STEP overtime shift. Officers had used either false names or in some cases were pulling over violators for unrelated matters. Officers also were disposing of the court's copy of the citation and only keeping their own copy to give the appearance of having submitted the citation documentation to the court. The court system later revealed that there was no record of citations written on the officer's shift.

**Misuse of administrative time**—In the third type of scheme, officers were

found to be routinely adding at least one to two hours to their administrative time worked at the end of their shift for work not performed.

Other examples of fraud involving law enforcement included a grant to a law enforcement agency where the chief used federal grant funds to cover gaps in the department's general operating expenses. The discovery of this incident resulted from an anonymous tip. A state investigation found 281 discrepancies resulting in the National Highway Traffic Safety Administration having to be reimbursed more than \$45,000.

The worst example occurred in Texas and netted fraudulent payments of more than \$500,000 in overtime payments for federally funded traffic enforcement projects involving four police agencies. These incidents resulted in the criminal indictment of 25 officers, all of whom have since resigned, retired, or been terminated. Earlier this year, the U.S. Office of the Inspector General (OIG) expanded its investigation to other states, including Michigan, and it is expected that the amount of fraud and number of officers involved are likely to increase as the investigation continues. Fraud is not limited to enforcement grants. Incidents of fraud have also been discovered when sub-grantees submitted false invoices from sub-contractors.

The Michigan Office of Highway Safety Planning is very diligent in our monitoring process to ensure that these types of incidents do not occur and verifies grantees are trained in proper grant administrative procedures. Regardless, state highway safety offices are being directed to, as part of their grant monitoring process, inquire about internal management controls within participating agencies, to review citation systems (paper are more vulnerable than electronic), and to review supervisor training. Lack of supervision during grant overtime patrols was cited

as one of the biggest weaknesses in those agencies found to have experienced overtime fraud. Better communication, policies and procedures, training, and closer supervision can greatly deter fraudulent behavior and malfeasance.

While the number of incidents nationally is small given the number of agencies that receive funding for these special patrols, there is absolutely zero tolerance for fraud by agencies or individuals receiving state or federal grant funding. These types of incidents are self-serving, criminal, and do nothing to improve traffic safety, save lives, or prevent injuries. They also put our citizens and our families at risk for the sake of personal profit. Lastly, these incidents damage the credibility of law enforcement as well as a program that has helped to cut traffic fatalities in Michigan from 2,500 to fewer than 900.

In Michigan, falsifying traffic citations would constitute perjury, a 15-year felony. Falsifying time sheets/logs that personally benefit the individual would be covered under several areas of the criminal code, including obtaining money by false pretenses (a felony if over \$1,000 and loss of Michigan Commission on Law Enforcement Standards certification), and misconduct in office, a five-year felony. Diverting grant funds for non-grant purposes, such as replacing general fund dollars, could constitute misconduct in office, a five-year felony and/or improper accounting by a municipal officer, a 90-day misdemeanor. Individuals who are found to have committed fraud are subject to criminal prosecution and their agency being declared ineligible for future grant funding.

Anyone that suspects grant fraud should contact their state or federal administering agency, the state attorney general, or the OIG at (800) 424-9071 or [hotline@oig.dot.gov](mailto:hotline@oig.dot.gov).



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## OHSP promotes *Ride Safe to Ride Again*, high viz gear at Muskegon Bike Time

The Michigan Office of Highway Safety Planning (OHSP) promoted the use of high visibility riding gear and its *Ride Safe to Ride Again* motorcycle safety campaign during Muskegon Bike Time in July. The event was attended by nearly 90,000 people and featured nearly 35,000 motorcycles.

OHSP and the Michigan Department of State hosted a booth at the event, raffling off high visibility gear and providing information about rider training, endorsement, and licensing to several thousand motorcycle enthusiasts. Michigan State Police

Tpr. Casey Trucks of the Rockford Post provided a riding safety demonstration and answered questions from the public about motorcycles and traffic safety.

*Ride Safe to Ride Again* is a campaign aimed at motorcyclists with the goal of preventing single-rider crashes. It promotes three key skills: handling curves, moving your eyes and head in the direction you want to turn, and proper use of the front brake. It also urges riders to make themselves more visible while out on the road and to ride defensively.



## Nominations sought for GTSAC traffic safety awards



Nominations are being accepted for the 2012 Governor's Traffic Safety Advisory Commission (GTSAC) awards. Each year, the GTSAC honors individuals, organizations, and programs by presenting awards for outstanding contributions to traffic safety in Michigan.

Individuals or organizations may be nominated by a person who is familiar with the activities for which the nominee is being considered. A person/organization may only be nominated in one category. No self-nominations are accepted, however, a person may nominate a program, organization, or activity with which they are involved.

Nominees must be a Michigan resident or an organization located in the state. All entries must be received by November 2 to be considered.

Entries will be judged by representatives of the GTSAC. Awards will be presented on March 27, 2013, at the Michigan Traffic Safety Summit at the Kellogg Hotel & Conference Center in East Lansing.

Nomination forms are available at [www.michigan.gov/gtsac](http://www.michigan.gov/gtsac).

## What's Ahead

### SEPTEMBER

**Alcohol Recovery Month**  
[www.recoverymonth.gov](http://www.recoverymonth.gov)

17-22 **Child Passenger Safety Week**  
[www.nhtsa.gov](http://www.nhtsa.gov)

22 **National Seat Check Saturday**  
[www.nhtsa.gov](http://www.nhtsa.gov)

### OCTOBER

**International Walk to School Month**  
[www.walktoschool.org](http://www.walktoschool.org)

6 **Walk to School Day**  
[www.walktoschool.org](http://www.walktoschool.org)

7-13 **Drive Safely Work Week**  
<http://trafficsafety.org/drivesafely-workweek/about-dsww.php>

21-27 **National Teen Driver Safety Week**  
[www.teendrivessource.org](http://www.teendrivessource.org)

22-26 **National School Bus Safety Week**  
[www.napt.org](http://www.napt.org)

### DECEMBER

**National Drunk & Drugged Driving Prevention Month (3D)**  
[www.stopimpaireddriving.org](http://www.stopimpaireddriving.org)

12-1/1 **Drive Sober or Get Pulled Over. National Crackdown**  
[www.stopimpaireddriving.org](http://www.stopimpaireddriving.org)

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## New K2 /synthetic drug law and its effect on driving

Jon Gonzalez, Office of Legislative Affairs, Michigan Department of Community Health and Kenneth Stecker, Traffic Safety Resource Prosecutor, Prosecuting Attorneys Association of Michigan

The Michigan Department of Community Health (MDCH) had two objectives for the Synthetic Drug Bill Package of 2012 (House Bills 5338 and 5714 and Senate Bills 789 and 1082): amend the language that previously prohibited synthetic cathinones and synthetic cannabinoids to criminalize them and ensure they remained prohibited after analogues are inevitably created.

MDCH worked with numerous stakeholders including the Michigan State Police, the Prosecuting Attorneys Association of Michigan, Michigan Department of Licensing and Regulatory Affairs Board of Pharmacy, Michigan Poison Control Center-Children's Hospital of Michigan, local law enforcement agencies, and a variety of internal department attorneys, toxicologists, pharmacologists, and epidemiologists.

MDCH put together a four-bill package that not only addressed the current proliferation of synthetic forms of cathinones and cannabinoids, but also created an emergency rule promulgation process that would allow the state to address future synthetic drug health threats in a more expeditious manner.

Previous legislation prohibited specific substances by individual name. As a result, clandestine manufacturers of synthetic drugs made alterations on the prohibited parent compound that created a structurally dissimilar compound not covered under statute or administrative rule. Senate Bill 1082 effectively addressed this problem by focusing on the chemistry to include language that captured any analogue of these two chemical groups more effectively.

The remaining three bills were tie-barred and created the emergency rule promulgation process. One of those bills, House Bill 5338, included an expanded section on imitation controlled substances. This language allows law enforcement to seize suspected contraband if it meets certain criteria and

is intended to be another tool to mitigate proliferation until a permanent legislative solution is obtained.

What does this mean as to individuals who choose to drive with this drug in their system? Michigan Compiled Law 257.625(8) reads as follows:

"A person, whether licensed or not, shall not operate a vehicle upon a highway or other place open to the general public or generally accessible to motor vehicles,

*Driving with designer drugs is drugged driving. Driving with designed drugs in your system presents a serious and potentially deadly danger to other motorists out on the highways.*

including an area designated for the parking of vehicles, within this state if the person has in his or her body any amount of a controlled substance listed in Schedule 1 under section 7212 of the public health code..."

In essence, Michigan and approximately one-third of the other states have adopted the per se standard, which may be the single most effective policy tool for dealing with drugged drivers. Any detectable amount of a controlled substance, (i.e. K2 Spice), in a driver's body, constitutes per se evidence of a drugged driving violation.

A crash involving drugged driving is one of the most frequently committed crimes in the United States. Driving with designer

drugs is drugged driving. Driving with designed drugs in your system presents a serious and potentially deadly danger to other motorists out on the highways.

With Michigan's per se statute, drivers know that they must not use Schedule 1 controlled substances (i.e. K2 Spice) before getting behind the wheel of a car or they face the risk of being charged and convicted of drugged driving.

For more information on this new law and PAAM training programs, please 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 change.

For more information on this article 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 this article with your commanding officers, police legal advisors, and the prosecuting attorney before changing your practice.





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## Topic suggestions wanted for 2013 Michigan Traffic Safety Summit

The Michigan Office of Highway Safety Planning (OHSP) is seeking ideas for general sessions and workshops for the annual Michigan Traffic Safety Summit, March 26–28, 2013, at the Kellogg Hotel & Conference Center in East Lansing.

Suggested topics should:

- >> Appeal to a broad range of traffic safety professionals
- >> Not have been covered at a recent summit
- >> Be relevant for this venue

A topic suggestion form is located on the OHSP Web site at [www.michigan.gov/ohsp](http://www.michigan.gov/ohsp). Submit the completed form to OHSP by faxing to (517) 241-2501, e-mailing to [perukeld@michigan.gov](mailto:perukeld@michigan.gov), or mailing to P.O. Box 30634, Lansing, MI 48909. Completed forms are due by September 14.

For more information, contact Dianne Pérukel at [perukeld@michigan.gov](mailto:perukeld@michigan.gov) or (517) 241-2565.

## MADD honors law enforcement officers with Lifesavers awards

On August 1, Mothers Against Drunk Driving Michigan honored nearly 300 law enforcement officers for their commitment to impaired driving enforcement with Lifesavers Law Enforcement Recognition Awards. More than an awards ceremony, this event is an opportunity to publicly acknowledge the courage and strength of law enforcement officers who keep Michigan roads safe.

Officers with the highest number of drunk driving arrests received scholarships to attend the Michigan Traffic Safety Summit in March 2013. They include:

- >> Ofcr. **Scott Hall**  
*Detroit Police Department*
- >> Ofcr. **Travis Bove**  
*East Lansing Police Department*
- >> Ptlm. **Zach Wheeler**  
*Houghton Police Department*
- >> Lt. **Troy Taylor**  
*Oak Park Department of Public Safety*
- >> Ofcr. **Matt Kaluzny**  
*Utica Police Department*
- >> Ofcr. **Kenneth Hunt**  
*Utica Police Department*

- >> Dep. **Christine VanDam**  
*Allegan County Sheriff's Office*
- >> Dep. **Mark Osos**  
*Macomb County Sheriff's Office*
- >> Dep. **Orman Rodges**  
*Oakland County Sheriff's Office*
- >> Sgt. **David Walker**  
*Van Buren County Sheriff's Office*
- >> Tpr. **Kevin Rajala**  
*Michigan State Police Negaunee Post*
- >> Tpr. **Raymond Rollet**  
*Michigan State Police Bay City Post*
- >> Tpr. **Robert Watson**  
*Michigan State Police Hart Post*



**Drive Sober** *Continued from page 1 >*  
drivers in alcohol-involved fatal crashes. Of those male drivers, more than 40 percent were 21 to 34 years old. Statistics indicate men are arrested for drunk driving at a rate of nearly three to every one woman in Michigan.

In addition to drunk driving patrols, seat belt enforcement was conducted in Genesee, Kalamazoo, Kent, Macomb, Monroe, Oakland, Saginaw, St. Clair, Washtenaw, and Wayne counties. These counties were selected based on high crash and fatality rates for unbuckled motorists.

The campaign ran on broadcast and cable TV, radio, and Web sites popular with young men. The television ad can be viewed at [www.youtube.com/ohsp](http://www.youtube.com/ohsp). The enforcement in Flint, Grand Rapids, and Metro Detroit was supported by mobile billboards alerting motorists about drunk driving patrols in their area.

## OHSP welcomes new NHTSA Region 5 staff member



The Michigan Office of Highway Safety Planning would like to welcome Jeffrey Welter to the National Highway Traffic Safety Administration (NHTSA) Region 5 Office in Chicago, Illinois.

Welter has been named regional program manager and assigned to Michigan. From 2004-2008, he served in the U.S. Navy assigned to TOPGUN as an Information Systems Technician Second Class at Naval

Strike and Air Warfare Center in Fallon, Nevada.

Following his tour with the U.S. Navy, Welter obtained a bachelor's degree in business administration and project management from DeVry University and followed up with a Master of Business Administration in financial fraud examination from Saint Xavier University. Prior to joining NHTSA, he was with the U.S. Department of Veterans Affairs (VA) serving as an advocate for VA claimants.

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## 2011 Drunk Driving Audit shows dramatic decrease in alcohol and drug involvement in crashes, deaths, and injuries

The 2011 Michigan Drunk Driving Audit shows declines in alcohol- and drug-related crashes, fatalities, and injuries.

Overall, deaths resulting from alcohol and/or drug-related crashes decreased by 10.6 percent, from 357 in 2010 to 319 in 2011, while injuries fell from 6,175 to 6,086. Drug involvement in traffic fatalities fell almost 17 percent, from 153 deaths in 2010 to 127 in 2011, while alcohol involvement declined 3 percent, from 283 to 274. In many cases, deaths involved both alcohol and drugs and are counted in each category.

Prior to 2011's decrease, drug-involved traffic fatalities had increased by nearly 30

percent over the past five years. As part of an effort to address this issue, Michigan trained 15 Drug Recognition Experts (DRE) last year. DREs are trained to recognize signs of impairment in drivers under the influence of drugs other than, or in addition to, alcohol and to identify the category or categories of drugs causing the impairment. A second group of 13 officers completed training in 2012, and a third class is planned for 2013.

The Drunk Driving Audit is an annual report issued by the Michigan State Police (MSP) Criminal Justice Information Center and is a collaborative effort between MSP and the Michigan Department of State.

In 2011, 37,540 alcohol and drug-related driving arrests were made. Male drivers were nearly three times as likely as female drivers to be arrested for impaired driving, with 27,741 men arrested compared to 9,799 women. There were 37,431 persons convicted of operating under the influence of liquor or other impaired driving offenses. Some of these convictions include arrests made in prior years.

The 2011 Drunk Driving Audit includes county-specific information and is available at [www.michigan.gov/drunkeingaudit](http://www.michigan.gov/drunkeingaudit).

## DPD honored for underage drinking enforcement program

The Detroit Police Department (DPD) was recently honored by the Michigan Coalition to Reduce Underage Drinking (MCRUD) with the MCRUD Organization of the Year Award.

The impact of crime in large urban areas sometimes leaves little time or resources for underage drinking enforcement. Since 2005, DPD has used underage drinking enforcement as a cornerstone to its approach to reducing all types of youthful crime. Starting with a small youth alcohol task force in one precinct, DPD now has a citywide task force. Officers typically conduct more than 800 compliance checks annually for establishments that sell alcohol and have been the leaders in using social media Web sites as a tool to gather intelligence before and after underage drinking parties occur.

Since November 2009, DPD has shut down 22 large-scale rave parties, resulting in more than 700 Minor In Possession tickets, 80 tickets to adults for furnishing alcohol to minors, and nearly 400 liquor code violations.



*Detroit Police officers Jajuan Sandifer, Jeremy MacNicol, Chad Smith, Brian Lis, and Sgt. Pride Henry were honored with the MCRUD Organization of the Year Award for the department's underage drinking enforcement and prevention program.*

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## July Fourth enforcement results in 126 drunk driving arrests

Michigan law enforcement officers made more than 3,700 traffic stops and arrested 126 drunk drivers during the Fourth of July *Drunk Driving. Over the Limit. Under Arrest.* crackdown July 1-8. This included 23 arrests under the state's high blood alcohol content law (.17 or higher), while an additional 30 motorists were arrested for drug-related offenses.

Publicity about the enforcement effort included talking urinal cakes placed in 200 Michigan Licensed Beverage Association bar and restaurant restrooms to encourage and remind patrons to call a cab or a friend to get home safely. The unique devices inspired media outlets nationally and across the world to discuss the importance of designating a sober driver.

Preliminary reports indicate four people were killed in four separate crashes during this year's Fourth of July holiday period. Alcohol was a factor in one of the crashes. Eight people were killed in traffic crashes in Michigan during last year's holiday period; of those, three were alcohol-related.

Officers in 26 counties took part in the crackdown which was coordinated by the Michigan Office of Highway Safety Planning and funded by federal traffic safety dollars. The grant-funded traffic enforcement also resulted in the apprehension of 130 fugitives. More than 120 seat belt and child seat violation tickets, 307 speeding tickets, and 925 other traffic violation citations were also written.

## Six agencies attend DDACTS implementation workshop

The Michigan Office of Highway Safety Planning (OHSP) hosted a Data-Driven Approaches to Crime and Traffic Safety (DDACTS) implementation workshop in June in Lansing. The workshop taught law enforcement agencies how to integrate location-based crime and traffic crash data to more efficiently deploy officers to "hot spot" areas in their community.

The workshop was attended by representatives from the Dearborn, Lansing, Muskegon, and Novi police departments, and the Monroe and Ottawa County sheriff offices. These agencies left the workshop with DDACTS implementation plans to be activated as early as this fall.

OHSP is planning to conduct another DDACTS workshop this fall. Law enforcement agencies interested in participating should contact Alicia Sledge at (517) 241-1505 or via e-mail at [sledgea@michigan.gov](mailto:sledgea@michigan.gov).

## S4SD expands in second year

Applications are now being accepted for Strive for A Safer Drive (S4SD), a high school-based safe-driving initiative led by teens for teens. Schools selected to participate in S4SD will receive \$2,000 to develop and implement a student-led, peer-to-peer traffic safety awareness campaign.

Following the success of the pilot year, this opportunity is now available to both private and public high schools in the top 15 counties for teen traffic fatalities and

serious injuries. The eligible counties are: Genesee, Ingham, Jackson, Kalamazoo, Kent, Livingston, Macomb, Monroe, Muskegon, Oakland, Ottawa, Saginaw, St. Clair, Washtenaw, and Wayne.

To apply, schools must complete application and campaign proposal forms available at [www.michigan.gov/s4sd](http://www.michigan.gov/s4sd). A submitted campaign proposal form should include brief background information about the selected traffic safety topic, a summary of the planned activities, and

an explanation of the anticipated evaluation of the campaign.

Applications are due October 12.

S4SD is presented by AAA Michigan, Ford Driving Skills for Life, and the Michigan Office of Highway Safety Planning.



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