



SAFETY --- Network

WINTER 2005

www.michigan.gov/ohsp

VOL. 12, NO. 1

Safety belt use reaches 90 percent

The Office of Highway Safety Planning is pleased to announce Michigan is now one of six states in the nation to achieve a 90 percent or greater safety belt use rate.

According to a direct observation survey conducted by the University of Michigan Transportation Research Institute (UMTRI) during the most recent safety belt enforcement mobilization, safety belt use in Michigan stands at 90.5 percent.

At this rate, Michigan now joins Arizona, California, Hawaii, Washington and Oregon as states with 90 percent or higher safety belt use.

Colonel Tadarial J. Sturdivant, director of the Michigan State Police, praised the efforts of Michigan's law enforcement officers and traffic safety supporters for reaching this milestone. He said, "Thanks to the state's primary safety belt law and the thousands of dedicated law enforcement officers at police departments across the state, Michigan has reached a level of safety once thought to be unobtainable."

Before the summer travel season, safety belt use was at approximately 84 percent. It climbed steadily throughout the summer from nearly 87 percent at the end of May to 88.3 percent at the beginning of August.

Traffic safety officials credit expanded safety belt enforcement zones and intensive, widespread publicity efforts for the state's continued increase.

According to the National Highway Traffic Safety Administration (NHTSA), belt use is also on the rise across the country, with a record 80 percent of Americans buckling up in 2004.

State law enforcement gear up for drunk driving crackdown

Drunk driving crackdown runs Dec. 20 - Jan. 2

Law enforcement officers across Michigan want motorists to make it home for the holidays – safely.

That's why from December 20, 2004 – January 2, 2005, nearly 500 Michigan law enforcement agencies are joining together for a statewide drunk driving crackdown.

The *You Drink & Drive. You Lose.* crackdown is being coordinated through the Michigan Office of Highway Safety Planning. OHSP is providing more than 100 agencies in 22 counties with federal traffic safety dollars for overtime enforcement of the state's drunk driving laws.

Counties receiving overtime funding include Bay, Berrien, Calhoun, Delta, Ingham, Genesee, Grand Traverse, Jackson, Kalamazoo, Kent, Leelanau, Livingston, Marquette, Macomb, Monroe, Muskegon, Oakland, Ottawa, Saginaw, St. Clair, Washtenaw and Wayne counties.

"Michigan law enforcement will be patrolling streets, roads, and highways throughout the state, watching for drunk drivers, in an effort to keep everyone safe," said Michael L. Prince, OHSP division director. "Motorists can protect themselves and everyone else on the road by simply not drinking and driving."

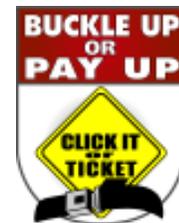
In 2003, Michigan recorded the fewest alcohol and/or drug-related fatalities in recent history – 442. This represents a 4 percent decrease from 2002. During last year's *You Drink & Drive. You Lose.* crackdown, there were six Christmas holiday traffic fatalities and seven traffic deaths during the New Year's holiday. Of those fatalities, three involved alcohol.

FY2005 Mobilization Dates



December 20 – 2004 –
January 2, 2005

August 19, 2005 –
September 5, 2005



May 23, 2005 – June 5, 2005

Roadway safety plan has goal of reducing fatalities and injuries

Comments on draft plan wanted

A three-day meeting of traffic safety experts from a cross-section of disciplines has resulted in a statewide traffic safety plan with the vision of all roadway users reaching their destination safely. More specifically, a goal of reducing roadway fatalities by 10.4 percent and serious injuries from 9,531 to 8,540 by 2008 was established.

The development of a statewide strategic roadway safety plan was commissioned by the Governors Traffic Safety Advisory Commission (GTSAC) in October 2004.

The GTSAC then formed a comprehensive work group consisting of the following agencies: AAA Michigan, Federal Highway Administration, Federal Motor Carrier Safety Administration, Michigan Center for Truck Safety, Michigan Department of Community Health, Michigan Department of Information Technology, Michigan Department of State, Michigan Department of State Police, Michigan Department of Transportation, Michigan Sheriffs Association, Mothers Against Drunk Driving, Office of Highway Safety Planning, Office of Services to the Aging, Road Commission of Macomb County, and the Southeast

Michigan Council of Governments.

Areas of emphasis in the plan include: decision making process and information systems; lane departure; intersection safety; work zone safety; commercial vehicle safety; occupant protection; alcohol/drug impaired driving; other driver behavior and awareness; elderly mobility and safety; drivers age 24 and younger; motorcycle safety; and non-motorized transportation.

A copy of the draft report can be found at www.michigan.gov/ohsp in the Governor's Traffic Safety Advisory Commission section. Comments are due by December 15, 2004, to Kathy Farnum at farnumk@michigan.gov. The draft plan will be discussed at the GTSAC meeting on December 17, 2004.

Review of Michigan's traffic records garners state praise, recommendations

A recent assessment of Michigan's traffic records by the National Highway Traffic Safety Administration (NHTSA) lauded the state's ability to locate its crashes and the policies and operations of its driver record information.

According to the report, "It must be noted that Michigan is one of the few states that provides uniform location data on all of its crashes. Most states are able to identify crash locations accurately for those crashes occurring on state roadways but location coding for local roads is very unreliable and generally not useful to local jurisdictions."

The report also stated, "The policies and operations of the driver file are impressive. All crashes are recorded regardless of fault. Also, unlike many states, traffic convictions posted to the driver history record contain not only the conviction but also the original charge. Further, Michigan is one of the few states to incorporate driver histories from previous states of record."

However, the assessment

found the state lacked a statewide Injury Surveillance System to capture emergency medical services and trauma data and that its Traffic Records Coordinating Committee (TRCC) does not provide the type of oversight and guidance necessary to move the state to a fully integrated, statewide traffic records system. It provided recommendations on how to address these issues.

The scope of this traffic records assessment included all of the data systems comprising a traffic records system. The purpose of the assessment was to determine whether Michigan's traffic records system is capable of supporting management's needs to identify the state's safety problems, to manage the countermeasures applied to reduce or eliminate those problems, and to evaluate those programs for their effectiveness.

TRCC is reviewing the report and will make recommendations to address the NHTSA findings. A final copy of the report will be posted to the Office of Highway Safety Planning website at a later date.

Michigan Traffic Safety Summit is March 1-2

The 10th Annual Michigan Traffic Safety Summit is March 1-2, 2005, at the Sheraton Lansing Hotel.

The event will include workshops and general sessions on traffic safety topics such as

engineering, Safe Communities, drug courts and youth alcohol programs, and traffic crash reconstruction.

Early registration fee is \$80 and \$125 after February 1, 2005. Registration materials for attendees and exhibitors will be mailed and posted to the Office of Highway Safety Planning's website in December 2004.

For more information, call (517) 333-5325.



Study finds Electronic Stability Control benefits

Electronic Stability Control (ESC) systems appear to be effective in reducing the number of single-vehicle crashes, including rollovers, according to a preliminary study by the U. S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA). The technology has proved particularly effective for sport utility vehicles (SUVs), the study found.

In 2003, 7.4 percent of the light vehicle fleet was sold with some form of ESC. The systems can improve a vehicle's stability by electronically assisting drivers in dangerous situations. In most vehicles, the ESC system improves the vehicle's lateral stability and, at the same time, electronically combines the attributes of anti-lock brakes and traction control systems to help a driver avoid a potentially dangerous situation.

Among vehicles in the NHTSA study, ESC reduced single vehicle crashes in passenger cars by 35 percent when compared to the same models sold in prior years without the technology.

The preliminary results were even more dramatic for the much smaller sample of SUVs in the study: Single vehicle crashes were reduced by 67 percent in models with ESC. Evaluating fatal crashes only, ESC was associated with a 30 percent reduction for passenger cars, 63 percent for SUVs.

"This technology appears to provide safety benefits by reducing the number of crashes due to driver error and loss of control because it has the potential to anticipate situations leading up to some crashes before they occur and automatically intervene to assist the driver..." according to the study.

NHTSA evaluated the technology by studying fatal and non-fatal crashes from 1997-2003. The study examined crash statistics only for vehicles equipped with ESC as standard equipment. The agency emphasized that the results are preliminary and that it will have more confidence in the effectiveness of ESC when studies can evaluate a larger cross-section of the vehicle fleet.

In 2003, 15,621 people died in single vehicle passenger crashes on the nation's highways. Summaries of the study are available on the NHTSA web site at: <http://www.nhtsa.dot.gov/cars/rules/regrev/evaluate/809790.html>.



Linda Woolwine, president and chief operating officer of AAA Michigan, speaks during the Drive Safely Work Week news.

Michigan employers team up for workplace traffic safety

Employers from around the state teamed up for Drive Safely Work Week October 4-8 to encourage businesses to adopt workplace traffic safety programs to combat the leading cause of on-the-job death and injury — traffic crashes.

Sponsored by the Network of Employers for Traffic Safety (NETS), Drive Safely Work Week is a national campaign designed to help employers emphasize the importance of driving safely both on and off the job to reduce preventable crashes.

Highway crashes remain the most frequent type of fatal workplace event. Michigan reported 151 workplace fatalities in 2002, and nearly a third of these were transportation incidents, according to the Bureau of Labor Statistics.

Michigan NETS and the fifteen businesses comprising its advisory board gathered on October 4 at AAA Michigan headquarters in Dearborn to showcase their commercial and safety training vehicles and programs to kick off the campaign.

In addition, Wayne State University (WSU) kicked off its Drive Safely to WSU Campaign the following week. The three-day event included informational booths focusing on various driving issues and demonstrations of sobriety tests, rollover and safety belt convincers, child safety seat checks by certified technicians, taste samples and recipes for non-alcoholic "mocktails" and tours of WSU's crash test lab in the Bioengineering Center.

New website devoted to all things vehicle safety-related

The National Traffic Safety Administration has launched a new website devoted entirely to vehicle safety. The new site provides valuable information to consumers, including equipment and safety information, crash test and roll over ratings, and allows consumers to file a complaint on vehicle defects to the agency. For more information, visit www.safercar.gov.

OHSP awards \$85,000 in Law Enforcement Challenge

Six Michigan law enforcement agencies will be able to enhance their traffic safety efforts thanks to \$85,000 in grants presented by the Michigan Office of Highway Safety Planning (OHSP) during the Oct. 18 Law Enforcement Challenge Luncheon.

Five \$10,000 grants were awarded to the Clinton Township Police Department, Barry County Sheriff's Office and the Michigan State Police Alpena, Battle Creek, and Flint posts. A \$35,000 grand prize grant was awarded to the Holland Police Department.

Grant funding can be used to purchase traffic safety equipment, pay for overtime traffic enforcement or for traffic safety training. Law enforcement agencies became eligible for the grant awards by participating in four traffic safety mobilizations focusing on either drunk driving or safety belt enforcement. Grants were awarded through a random drawing.

This is the second year for the grant award program. Last year's winners used their funding to purchase laser and radar equipment, speed trailers, breath testing equipment for alcohol enforcement and to pay for overtime traffic enforcement.

"The citizens of Michigan have greatly benefited from the dedication of our state's law enforcement officers," said Michael L. Prince, OHSP division director. "They have made our roadways safer by arresting drunk drivers and encouraging motorists to buckle up. These grant awards will allow them to continue their traffic safety efforts."

Grants were provided through federal funding received from the National Highway Traffic Safety Administration to support traffic safety programs. All Michigan law enforcement agencies are encouraged to participate in traffic safety mobilizations and more than 500 agencies participated during the 2004 fiscal year, which ran October 2003 through September 2004.



Pictured are (l. to r.) Grand Blanc Township Chief David Stamm, representing the Michigan Association of Chiefs of Police; Terry Jungel, executive director of the Michigan Sheriffs' Association; Barry County Sheriff's Deputy Jeanette Shaffer; Michigan State Police Lieutenant Colonel Timothy Yungfer; and Michael L. Prince, division director of the Michigan Office of Highway Safety Planning.



Pictured are (l. to r.) Grand Blanc Township Chief David Stamm, representing the Michigan Association of Chiefs of Police; Terry Jungel, executive director of the Michigan Sheriffs' Association; Holland Police Sergeant Mark Bos; Dale Haverdink, Western Region law enforcement liaison; Michigan State Police Lieutenant Colonel Timothy Yungfer; and Michael L. Prince, division director of the Michigan Office of Highway Safety Planning.



Pictured are (l. to r.) Grand Blanc Township Chief David Stamm, representing the Michigan Association of Chiefs of Police; Terry Jungel, executive director of the Michigan Sheriffs' Association; Michigan State Police Lieutenant Joseph Thomas of the Flint Post; Michigan State Police Lieutenant Colonel Timothy Yungfer; and Michael L. Prince, division director of the Michigan Office of Highway Safety Planning.



Pictured are (l. to r.) Terry Jungel, executive director of the Michigan Sheriffs' Association; Grand Blanc Township Chief David Stamm, representing the Michigan Association of Chiefs of Police; Captain Richard Maierle and Sergeant Thomas Terzo of the Clinton Township Police Department; Michigan State Police Lieutenant Colonel Timothy Yungfer; Michael L. Prince, division director of the Michigan Office of Highway Safety Planning; and Ken Pelland, law enforcement liaison for the Southeastern Region.

PAAM's David Wallace gets national notice

David Wallace of the Prosecuting Attorney's Association of Michigan (PAAM) has reached several new milestones in his career in the past couple of months. Not only did he author an entire edition of a national publication, but he also received a national award for his efforts in the prosecution and adjudication of DWI offenders.

Wallace's work was published in the August 2004 issue of APRI (American Prosecutors Research Insti-

tute), which is sent to all elected prosecutors in the country.

In October, the National Commission Against Drunk Driving named Wallace the winner of its adjudication category, which was open to prosecutors, judges, probation officers, and other court personnel.

The Office of Highway Safety Planning funds Wallace's position as a traffic safety training attorney at PAAM as a through a grant. This successful program is being closely studied by the National Highway Traffic Safety Administration for duplication in other states.

OHSP awards \$85,000 in Law Enforcement Challenge

Continued from page 4



Pictured are (l. to r.) Grand Blanc Township Chief David Stamm, representing the Michigan Association of Chiefs of Police; Terry Jungel, executive director of the Michigan Sheriffs' Association; Sergeant Victor Rodgers of the Michigan State Police Battle Creek Post; Michigan State Police Lieutenant Colonel Timothy Yungfer; and Michael L. Prince, division director of the Michigan Office of Highway Safety Planning.



Pictured are (l. to r.) Grand Blanc Township Chief David Stamm, representing the Michigan Association of Chiefs of Police; Terry Jungel, executive director of the Michigan Sheriffs' Association; Sergeant Mike Caldwell of the Michigan State Police Alpena Post; Michigan State Police Lieutenant Colonel Timothy Yungfer; and Michael L. Prince, division director of the Michigan Office of Highway Safety Planning.

NADCP: Drug courts are effective

Michigan leads the nation with 13

The National Association of Drug Court Professionals (NADCP) recently released research illustrating the effectiveness of drug courts.

Drug courts enroll non-violent drug offenders in long-term substance abuse and mental health treatment, comprehensive case management, drug testing, and probation supervision. The courts' focus on rehabilitating offenders includes life-skill enhancement services such as job skill training and family or group counseling.

Because offenders receive specialized treatment, they are less likely to return to their drug habits. A 2003 study by the National Institute of Justice followed 17,000 drug court graduates. A year after their graduation, just 16.4 percent had been rearrested and charged with a felony. A similar study, conducted by the Center for Court Innovation in New York found that drug offenders who went through the drug court program were 29 percent less likely to be rearrested.

Drug court graduates are not the only ones who profit. A study conducted in Washington found that every graduate produces \$6,779 in benefits: an average savings of \$3,759 in criminal justice costs and \$3,020 in cost savings to victims. Washington found that for every dollar they invested in drug courts, \$1.74 was returned.

The success of drug courts has led to the adoption of similar techniques in other areas such as domestic violence, family dependency, impaired driving,

Of the 1,667 problem solving courts, 42 address impaired driving. Sixteen states currently have at least one impaired driving court. Michigan leads the nation with 13, New Mexico ranks second with six impaired driving courts.

For a copy of the report, visit www.nadcp.org.

MIP, and other legal statute updates from PAAM

By David Wallace

Did you know? The new Minor in Possession law provides for the possibility of diversion for a first minor in possession (MIP) conviction whether over or under the age of 17. (The minor is considered an adult for the criminal courts at the age of 17.) If granted and the conditions ordered

by the court are fulfilled, the minor can then state that he or she does not have a conviction. But to ensure that this provision is used only once, the courts **shall** send all convictions for MIP to the Secretary of State's office to maintain the records. **This includes all local jurisdiction convictions as well.** If they are placed in a diversion program, there will be no public record kept. However, law enforcement and prosecutors can access the records through the Secretary of State's Office.



the officer admitted he was not concerned about the passenger moving to the driver's seat. Evidence found afterwards was properly suppressed.

Klemmer joins OHSP staff

The Office of Highway Safety Planning has been able to do more marketing and outreach with the addition of Nicole Klemmer to its Communications Section.



A 2002 graduate of Ohio University's E.W. Scripps School of Journalism, Klemmer spent the last two years as public relations/publications coordinator for Girl Scouts—Seal of Ohio Council in Columbus, Ohio. There she wrote newsletter articles and press releases, and coordinated all Girl Scout printed materials. She also assisted with special events.

At OHSP, Klemmer provides support for statewide earned media activities for traffic enforcement efforts by networking with large employers, hospitals, schools, sports venues, universities, and other groups to ensure comprehensive outreach activities are underway in the state's most populous counties to enhance visibility of enforcement activities.

Klemmer can be reached at (517) 333-5304 or klemmern@michigan.gov.

Legal Updates: In the Federal Court Case of **United States v Richardson**, (6th Circuit, Case no. 02-6146) the court concluded a seizure occurred when, after the traffic stop was finished, the police officer asked the vehicle's driver to remain behind the vehicle. The court held the officer did not have the necessary reasonable suspicion to seize the driver and his passengers. After the officer gave the driver a citation and shook his hand, the driver turned around to return to the vehicle. The officer then said, "Okay, just hang out right here for me, okay?" and proceeded to ask more questions. The court concluded the officer's words alone were enough to make a reasonable person in the driver's shoes feel he would not be free to walk away. The freedom of movement of the vehicle's passengers, including defendant, was subject to the officer's will as long as he detained the driver. Further, the nervousness of the driver and the passengers, their allegedly conflicting explanations of their travel plans, and one passenger's movement to the driver's seat did not provide reasonable suspicion to seize the driver and passengers. Nervousness, by itself, is an unreliable indication, particularly in the context of a traffic stop. The allegedly conflicting explanations were not mutually exclusive, and

Statutory Updates: The penalty for Reckless Driving was changed slightly. It was punishable by a fine of up to \$100 and imprisonment of 90 days. **Public Act 331 of 224**, which went into effect November 1, 2004, increased the fine to \$500 and the possible incarceration time to 93 days.

Meet Your Prosecutor: Finally, don't forget that while we just had a Presidential election occur, there was also the election for your county prosecutor. Many new prosecutors have been elected and now is a good time to meet with them to introduce yourself as well as reconnecting with established prosecutors. Misunderstanding can easily occur. The easiest way to stop it and resolve problems is to talk with each other.

Consult your prosecutor before adopting practices suggested by reports in this article. The statutes and court decisions in this article are reported to help you keep up with trends in the law. Discuss your practices that relate to these statutes and cases with your commanding officers, police legal advisors, and the prosecuting attorney, before changing your practices in reliance on a reported court decision or legislative change.

David Wallace is the Traffic Safety Training Attorney at the Prosecuting Attorneys Association of Michigan.

Hardcore Drunk Driving Judicial Guide offers help

In its ongoing efforts to reduce drunk driving, The Century Council (TCC) joined with the National Association of State Judicial Educators (NASJE) to release a comprehensive resource to fight one of the most dangerous sectors of the driving population: the hardcore drunk driver.

The Hardcore Drunk Driving Judicial Guide acts as a resource for judges and judicial educators to help address the complexities in courts of reducing drunk driving, in turn protecting the public from these dangerous offenders.

Hardcore drunk drivers are those who drive with a high blood alcohol concentration (BAC) of 0.15 or above, who do so repeatedly, as demonstrated by having more than one drunk driving arrest, and who are highly resistant to changing

their behavior despite previous sanctions, treatment, or education efforts. Hardcore drunk drivers are responsible for 57 percent of alcohol-related traffic fatalities and are 385 times more likely to be involved in a crash than a non-drinking driver.

TCC and NASJE convened a national expert panel of judges and judicial educators to examine the judiciary's current role in reducing hardcore drunk driving. The resulting Judicial Guide offers "how-to" strategies to build effective sentences around hardcore drunk drivers. Examples include: recognizing high BAC as an indicator of hardcore drunk driving; restricting plea bargaining; introducing measures to reduce failure-to-appear; supplementing incarceration with treatment and after-

care; and imposing meaningful fines. Each judge may have his or her own methods for modeling and constructing sentences, but the important thing is the strategies and sanctions work together.

To obtain copies of the guide or for more information, contact TCC at (202) 637-0077 or at judicialeducation@centurycouncil.org.

How is *your* winter driving?

By Pietro Semifero

A recent study of national crash data found that rain and snow were not directly related to crashes. Rather than wet areas having more crashes than dry areas, the most significant factor was the length of time since the last rain or snow. If it rains every day, you adjust your driving. If it has been snowing all week, you slow down for the curves.

We all have been through the first snowy morning of the season. It seems like everyone forgot how to drive in snow and is going either absurdly fast or ridiculously slow.

Sad to say, no one is immune to the atrophy of driving skills. Although 60 percent of Michigan drivers believe they are less likely than average to be in a crash, that motorist in the ditch might be you or me. No matter how confident you feel, there is a good chance you are a little rusty.

None of us are getting any younger, and neither are our cars. Maybe your driving skills have kept their fine edge, but your vehicle has seen a year of wear and tear. If this is a new vehicle, it will be your first time taking it out in the snow. The summer construction may have changed that ice slick you remember from last year into something new and exciting.

Continued on page 8

Winter driving can be a challenge

Some tips to make it safer

The Michigan State Police (MSP) and the Lansing Area Safety Council have provided some tips for safe driving during the winter season.

- Keep your tires at the car manufacturers' recommended pressure and routinely check tire pressure during the cold weather
- Keep your car's windshield solvent at full strength and reservoir full, and keep new wiper blades on front and rear wipers, if so equipped
- Keep your car washed for better visibility to other drivers, and remove ice and snow from all lights, windows and license plate before driving
- Periodically check all lights and replace when necessary
- If you are stranded in a winter storm, do not leave your vehicle. Stay with the vehicle and wait for help.

"Michigan weather is unpredictable anytime of the year, but

especially during the winter months," said Sergeant James Flegel, MSP Precision Driving Unit. "The most important fact to remember is the handling capability of your car is drastically reduced in winter weather so it is best to use a slower speed to compensate for poor handling."

Additionally, officers remind motorists to be aware of several factors when stopping and turning in winter weather.

Remember to do all of your braking before the turn is made and take a proper line of travel through the turn to reduce the potential for a skid to occur. If your car begins to skid, correct the skid by getting off the throttle, staying off the brakes and use quick hand over hand steering technique to turn the front tires in the direction you want to go.



Dearborn teen garners runner-up honors in national PSA contest

Using the power of positive peer pressure, Dearborn High School student Stephen Joseph is trying to convince fellow teens to wear safety belts and reverse a tragic trend that sees thousands of young people die in car crashes every year.



His efforts earned him runner-up honors in a contest sponsored by Volkswagen of America, Inc.

Earlier this year, high school students from across the nation were challenged to create and produce 30-second television public service announcements (PSAs) to convince their peers to buckle up.

Joseph's short film was a

cartoon demonstrating the effects of not wearing a safety belt in a humorous way, including a character not being able to pick up a million-dollar bill because he's in a body cast, and another character being thrown from the car into a box destined for Antarctica.

The television spots were produced as part of *Fasten Your Seat Belt...Go Far!*, a national

safety belt education program and contest, created by Volkswagen of America, Inc. and administered by Scholastic Marketing Partners, a division of Scholastic, the global children's media and publishing company.

Joseph received a digital video camera and a \$1,500 savings bond.

His PSA can be viewed at www.vw.com/seatbelt.

How is *your* winter driving?

Continued from page 7

If your part of the state has yet to see snow, be ready to slow down a bit as you get used to it. Even if you know what you are doing, that guy in his first SUV does not. If you already have some snow on the ground, remember that we also see smaller crash peaks when it has not snowed for a week or two.

Keep safe and keep warm.

Pietro Semifero is OHSP's mobilization coordinator.

OHSP Staff:

Contact	Program Area	Phone	E-mail
Pat Carrow	Safe Communities, (school bus safety, mature drivers, diversity)	(517) 333-5315	carrowp@michigan.gov
Jamie Dolan	Upper Peninsula programs, injury control, EMS	(906) 225-7036	dolanj@michigan.gov
Pat Eliason	Law enforcement traffic safety grants	(517) 333-5318	eliasonp@michigan.gov
Kathy Farnum	Planning, grant development	(517) 333-5316	farnumk@michigan.gov
Jason Hamblen	Alcohol, impaired, fatigued, aggressive and distracted drivers, motorcycle safety	(517) 333-5319	hamblenj@michigan.gov
Kim Kelly	Secondary Road Patrol, truck safety	(517) 333-5305	kellykw@michigan.gov
Nicole Klemmer	Public information, marketing and outreach	(517) 333-5304	klemmern@michigan.gov
Dianne Perukel	Youth alcohol, bicycle safety, young drivers	(517) 333-5337	perukeld@michigan.gov
Anne Readett	Public information, media	(517) 333-5317	readetta@michigan.gov
Debbie Savage	Grant development unit manager	(517) 333-5324	savaged@michigan.gov
Steve Schreier	Engineering, traffic crash data	(517) 333-5306	schreies@michigan.gov
Alicia Sledge	Occupant protection, child passenger safety	(517) 333-5321	sledgea@michigan.gov
Pietro Semifero	Information collection and analysis	(517) 333-5320	semiferp@michigan.gov
Lynn Sutfin	Public information, web content, regional communications	(517) 333-5754	sutfinl@michigan.gov
Dan Vartanian	Corporate outreach, Network for Employers of Traffic Safety (NETS),	(517) 333-5322	vartanid@michigan.gov