

# SAFETY Network

February 2009

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

## OHSP and AAA Michigan promote *Saved by the Belt* program

The Office of Highway Safety Planning (OHSP) has long coordinated the *Saved by the Belt* program to recognize individuals whose decision to buckle up saved them from serious injury or death.

In an effort to better spread the word about this important program, OHSP teamed up with AAA Michigan and recently revised promotional materials to make nominating award recipients easier for law enforcement. Copies of the new nomination form along with a poster for display were sent out to all law enforcement agencies in December.

The poster features Emily Bowness, a West Michigan resident who survived a serious rollover crash on I-96 that was caught on a patrol car's in-car camera and widely seen

injuries and she generously shared her story to encourage others to do the same.

Three nominations have already been received and OHSP would like to thank Michigan State Police Trooper Brenda Hoffman of the Richmond Post, Chief Theodore Post of the Bridgman Police Department, and Chief Paul Malewski of the Eaton Rapids Police Department for their nominations.

*Saved by the Belt* award recipients will receive a certificate and travel mug provided by AAA. They are also provided the option to share their story to help promote the use of seat belts and child safety restraints through media releases provided to local media by OHSP.

To be eligible, the crash must be more than a minor fender-bender and the seat belt or child safety seat must have eliminated or reduced injury or prevented a fatality.

More information and copies of the nomination form can be downloaded from OHSP's Web site at [www.michigan.gov/ohsp](http://www.michigan.gov/ohsp).

Questions concerning the *Saved by the Belt* program may be directed to Lynn Sutfin, OHSP's Public Information and Marketing Coordinator, at (517) 333-5754 or [sutfinl@michigan.gov](mailto:sutfinl@michigan.gov).

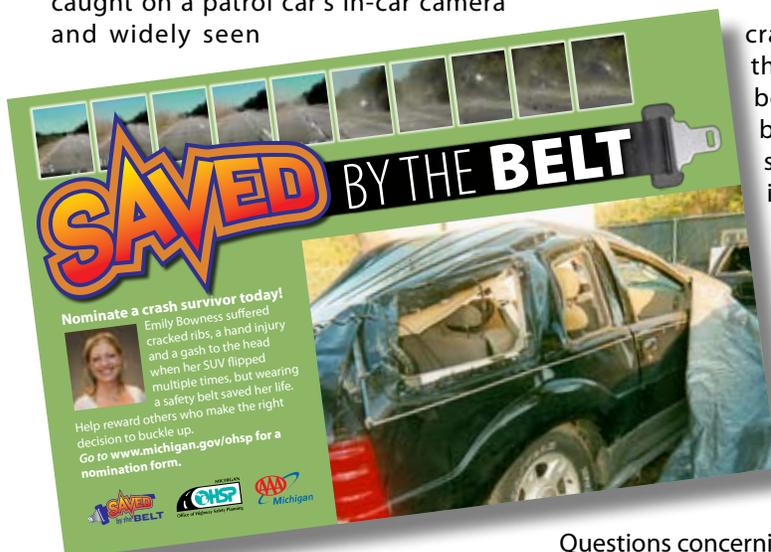


## Family of five are *Saved by the Belt* New Year's Day

A family of five who survived a New Year's Day crash because of their decision to buckle up are the first recipients of the newly revised *Saved by the Belt* award from the Office of Highway Safety Planning and AAA Michigan.

The Pratt family was traveling home to Yale on M-19 when a vehicle being driven southbound crossed the centerline and struck their SUV. Despite the seriousness of the crash and extensive damage to both vehicles, the Pratt family, Maria, 41, Francesca, 13, Mitchell, 11, Patricia, 8, and Christina, 6, and their two dogs were able to exit the vehicle before the engine compartment was engulfed in flames. Maria Pratt suffered a broken ankle in the crash, while the driver of the southbound vehicle died at the scene.

Trooper Brenda Hoffman of the Michigan State Police Richmond Post nominated the family which will receive *Saved by the Belt* certificates and travel mugs. See *page 3 for more Saved by the Belt*



across the country. Bowness' life-saving decision to buckle up allowed her to escape the crash with minor

# SAFETY Network



## Drunk driving top OHSP priority in 2009

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

With successful progress on safety belt use placing Michigan among the highest belt use states in the nation, drunk driving will find itself as the top priority for the Office of Highway Safety Planning (OHSP) in 2009.

Between 2003 and 2007, 1,636 people were killed in Michigan in crashes involving a drunk driver with a BAC of .08 or higher and many more received permanent, life-altering and disabling injuries. In fact, since 1994, the Fatal Accident Reporting System (FARS) reports that fatalities involving .08 BAC drivers and above has not dropped below the 300 mark. While 2007 was a fourteen-year low in drunk driving fatalities, Michigan can do better.

Our approach will be simple and straightforward and involve several key components including the following:

### High-Visibility Enforcement—

According to Heidi Coleman of the National Highway Traffic Safety Administration's Impaired Driving Division,

"The purpose of high-visibility enforcement is to create general deterrence by increasing the perceived risk of arrest. The object is to convince people not to drive impaired in the first place."

Through funding support from OHSP, we intend to create a climate where strict enforcement of Michigan's drunk driving laws is not only recognized by the general public, but sends the message that if you want to try driving drunk, don't do it in Michigan. Fifty-five counties covering over 90 percent of the state's population will receive supplemental federal funds to support an aggressive overtime enforcement program, including two statewide drunk driving crackdowns over the July 4 and Labor Day holidays when crash data shows the problem is the most evident. As a non-checkpoint state, we will employ the use of innovative strategies to raise the vis-

ibility of enforcement and to field the most well-trained and best-equipped police officers in the nation when it comes to drunk driving enforcement.

**Underage Drinking Prevention and Enforcement**—OHSP will invest over \$1.8 million in strategies to prevent and enforce violations of Michigan's Under 21 drinking law. Efforts will include the funding of compliance checks and "Party Patrol" by state, county, and local law enforcement, training, equipment, and earned media support. In addition, a new publicity campaign to provide increased visibility to enforcement efforts is in the works.

*...since 1994, the Fatal Accident Reporting System (FARS) reports that fatalities involving .08 BAC drivers and above has not dropped below the 300 mark.*

**Paid/Earned Media**—To heighten the visibility of our enforcement efforts, OHSP will fund the production of the finest and most effective television and radio advertisements in the country. Working in close partnership with experts in the marketing field, we will strategically target those that are most likely to violate the law with attention grabbing ads to drive the message home. These efforts will be complimented by earned or free media strategies and outreach to supplement messaging to the motoring public.

**Sobriety Courts**—Having the most effective enforcement program in the country is useless unless there are efforts to provide intensive supervision and treatment of convicted drunk drivers to keep them from offending again. As part of this effort, OHSP will invest \$300,000 in federal traffic safety funds to establish seven new sobriety courts in Michigan. Michigan is one of the leading states in the nation in the use of sobriety courts, a strategy that is proven to be effective in reducing drunk driving recidivism.

**Forensic Laboratory Support**—With the passage of the .08 BAC law in 2003, and the inclusion of a provision for Schedule 1 drugs, the demand for Toxicology Services from the State Police Forensic Science Division skyrocketed. OHSP will provide funding support to expedite the testing of blood samples from suspected drunk drivers so that prosecutors can quickly and efficiently prosecute offenders.

While these are some of the more high-profile projects OHSP will be funding in 2009 to address the drunk driving problem, there will be others including technical assistance and continuing education for prosecutors and courts, recognition for law enforcement and prosecutors, and prevention programs for high school and college age students to help maintain programs supporting cultures with non-drinking social norms.

While there are many traffic safety challenges that we will address in 2009 and beyond, drunk driving is the most prevalent and the most preventable problem we face. Dramatic reductions in drunk driving fatalities will be one of the greatest traffic safety challenges of our lifetime and require our collective focus and commitment.

Rest assured that Michigan's traffic safety community is up to the task.

# SAFETY Network



## Eaton Rapids woman Saved by the Belt

An Eaton Rapids woman escaped injury despite being struck by a drunk driver because she took the time to buckle up.

Samantha Norris-Jury, 32, was southbound on Main Street in Eaton Rapids when the driver of an eastbound car on Knight Street failed to stop at the intersection's red flashing light. The eastbound vehicle continued through the intersection without slowing down before colliding with a light pole.

The entire incident was witnessed by an on-duty Eaton Rapids Police officer who noticed the Charlotte woman showed signs of impairment. A PBT later showed the woman's BAC at more than twice the legal limit.

Although complaining of some chest pain following the crash, Norris-Jury was cleared by EMS officials at the scene.



## 2008 Awards for Excellence in Traffic Safety to be awarded to 25 agencies

Twenty-five law enforcement agencies will be awarded 2008 Awards for Excellence in Traffic Safety at the Michigan Association of Chiefs of Police (MACP) winter training conference in February.

The award recognizes the outstanding commitment the winning law enforcement agencies have made in the previous year to overall traffic safety. There are six categories (small to large) for local law enforcement agencies and one each for county sheriff offices and Michigan State Police posts. Awards will be presented to programs that include efforts to enforce laws and educate the public about occupant protection, impaired driving, and speeding. Departments had to submit an application that documented their agency's efforts and effectiveness in these areas. Fifty-nine applications were received for the award's program, which is sponsored by the MACP, Office of Highway Safety Planning, and AAA Michigan.

The Michigan program is compatible with the National Law Enforcement Challenge, sponsored by the International Association of Chiefs of Police (IACP), and several of the award winning programs will be forwarded to the IACP to be included in the national competition.

The winning agencies include:

**Category 1 (1-10 officers):** South Rockwood, St. Johns, and Memphis police departments

**Category 2 (11-15 officers):** Dowagiac Police Department

**Category 3 (16-25 officers):** Lapeer City Police Department

**Category 4 (26-49 officers):** Grand Haven, Walker, and Norton Shores police departments

**Category 5 (50-80 officers):** Michigan State University, Novi, and Portage police departments

**Category 6 (81+ officers):** Troy Police Department

**Category 7 (sheriff's offices):** Muskegon County, Oakland County, and Ingham County sheriff's offices

**Category 8 (Michigan State Police Posts):** 3rd District Headquarters, Niles, Iron River, Ionia, Bridgman, Negaunee, Jackson, Gladstone, Mt. Pleasant, and Traverse City

## Holiday enforcement efforts net drunk drivers, other violations

Two federally-funded enforcement periods allowed Michigan law enforcement agencies to arrest 520 drunk drivers and identify more than 1,000 seat belt scofflaws during the Thanksgiving and Christmas/New Year's holiday periods.

Both efforts were coordinated by the Michigan Office of Highway Safety Planning (OHSP) which administers funding for drunk driving and safety belt enforcement throughout the year to agencies in

fifty-five counties that cover 95 percent of Michigan's population.

The Thanksgiving enforcement effort, conducted November 24-30 by nearly 150 agencies in 25 counties, resulted in 155 drunk driving arrests, 927 seat belt citations, 398 speeding tickets, and more than 1,000 other traffic violation citations.

The Christmas/New Year's drunk driving crackdown ran December 19 through January 4, with more than 200 police agen-

cies in 34 counties taking to the streets to work stepped up patrols.

Officers logged 7,582 patrol hours which resulted in 7,313 vehicles stopped, 365 drunk driving arrests, 163 safety belt citations, 24 child restraint citations, 707 speeding violations, 22 felony arrests, and 2,518 other traffic violations.



# SAFETY Network

## National Safety Council calls for ban on cell phone use while driving

The National Safety Council (NSC) is urging motorists to stop using cell phones and messaging devices while driving, and is urging businesses to enact policies prohibiting it and governors and legislators in all states to pass laws banning the behavior.

A study from the Harvard Center of Risk Analysis estimates that cell phone use while driving contributes to 6 percent of crashes, which equates to 636,000 crashes, 330,000 injuries, 12,000 serious injuries, and 2,600 deaths each year. The study also put the annual financial toll of cell phone-related crashes at \$43 billion.

Talking on a cell phone may be less distracting than some other activities people may engage in while driving, but the use of cell phones and texting devices is much more pervasive, making it more dangerous overall, according to NSC. The NSC also points to studies from researchers at the University of Utah that show that hands-free devices do not make cell phone calls while driving safe.

A significant amount of vehicular cell phone use is done on the job. Many businesses have already acknowledged the injuries and costs associated with this behavior by adopting policies that ban cell phone use by employees on the roads. Among NSC member businesses that responded to a survey, 45 percent said they have company policies prohibiting on-road cell phone use. Of those, 85 percent said the policies make no difference in business productivity.

The NSC is sending letters to all governors and state legislative leaders encouraging them to adopt statewide bans. The NSC will take a three-fold approach to leading change: advocating legislation; educating the public and businesses about the risk of cell phone use while driving; and supplementing distracted driving content in its training of 1.5 million people annually in defensive driving.

More information concerning cell phone use while driving are available on the NSC Web site, at [distracteddriving.nsc.org](http://distracteddriving.nsc.org).

Month	January	February	March	April	May	June	July
Accidents	4225	5610	6887	7127	7830	7223	7223
Injuries	2720	3095	35	2	9	2	2
Deaths	199	228	1172	1026	845	852	0
Clear	0	125	940	1428	580	3	7
Cloudy	0	793	2723	9	3	2	0
Wet	0	0	0	36	107	142	0

## Michigan Traffic Crash Fact Web site undergoing improvements

The query tool for the Michigan Traffic Crash Facts ([www.michigan-trafficcrashfacts.org](http://www.michigan-trafficcrashfacts.org)) Web site is undergoing an *extreme makeover* for 2009.

Enhancements include:

- >> Additional querying abilities including lists of specific crashes
- >> Easier query navigation
- >> Enhanced help tools

The enhancements are slated for completion in February.

## Highlights of Michigan's new Ignition Interlock law

The Michigan Legislature recently approved an Ignition Interlock law for drunk drivers which will go into effect October 31, 2010.

The law contains the following provisions:

- >> Creates a high BAC or "superdrunk" category of "operating while intoxicated" for individuals having a BAC of 0.17 grams or more. (BAC refers to the alcohol content in a person's blood, breath, or urine.)
- >> Provides enhanced penalties for a high BAC offense. A first offense high BAC would be a misdemeanor punishable by a maximum of 180 days in jail (increased from 93 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.

- >> Requires 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 45 days of suspension.
- >> Requires 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. With this device, the vehicle could not be started if the BAC level of the operator reached 0.025.
- >> Requires, before an ignition interlock device was removed, verification that the person had operated the vehicle with no

instances of reaching or exceeding a BAC of 0.025.

- >> Requires the SOS to impose an additional period of license suspension and restriction if the person violates 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.
- >> Prohibits a person issued a restricted license requiring an ignition interlock device from removing the device or causing it to be removed.
- >> Requires a court to order a person convicted of a high BAC offense to participate and complete one or more rehabilitative programs as part of the sentence. Currently, this requirement only applies to repeat drunk driving offenses.

# SAFETY Network

## When does OWI equal murder?

By Kenneth Stecker

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

A recent *60 Minutes* feature reported on how New York's Nassau District Attorney, Kathleen Rice, successfully prosecuted a drunken driving case as murder.

In the case, the defendant, Martin Heidgen, was driving his full-size pickup with three times the legal limit of alcohol in his system. His friends told him not to drive but he did not listen and ended up driving the wrong way on the roadway before crashing head-on into a limousine carrying the Flynn family from a wedding. The result was horrifying.

Seven-year-old Katie Flynn and the limousine driver were killed by the defendant. Katie's family was also injured, and both parents were there to witness the end of Katie's life.

### CAN A DRUNK DRIVER LIKE MARTIN HEIDGEN BE CHARGED WITH MURDER IN MICHIGAN?

Cases when drunk driving results in death are especially serious cases for prosecutors to try before a jury. In Michigan, the prosecutor has broad discretion to bring any charge supported by the evidence.

In Michigan, Operating While Intoxicated (OWI) cases involving death generally fall into three categories:

1. Operating While Intoxicated (OWI) Causing Death
2. Manslaughter with a Motor Vehicle
3. Second Degree Murder

#### OWI CAUSING DEATH

To convict a defendant of Operating While Intoxicated Causing Death, the prosecution must prove beyond a reasonable doubt that:

1. The defendant was operating a motor vehicle in violation of MCL 257.625 (1), (3), or (8);
2. The defendant voluntarily decided to drive, knowing that he or she had consumed liquor and/or a controlled substance and might be intoxicated; and

3. The defendant's operation of the motor vehicle caused the victim's death.

*People v. Schaefer, 473 Mich. 418 (2005).*

#### MANSLAUGHTER WITH A MOTOR VEHICLE

To convict a defendant of Manslaughter with a Motor Vehicle, the prosecution must prove beyond a reasonable doubt that the defendant operated the vehicle in a grossly negligent manner and substantially caused the death of another.

*People v. Lardie, 452 Mich. 231 (1996).*

#### SECOND DEGREE MURDER

To convict a defendant of second degree murder the prosecution must prove beyond a reasonable doubt that there was:

1. A death,
2. Caused by an act of the defendant,
3. With malice,
4. Without justification or excuse.

*People v. Goecke, 457 Mich. 442 (1998).*

Under Michigan law, malice is defined as the intent to kill, the intent to cause great bodily harm, or the intent to do an act in wanton and willful disregard of the likelihood that the natural tendency of such behavior is to cause death or great bodily harm.

Malice may be implied when the defendant does an act with a high probability that it will result in death and does it with a base antisocial motive and with wanton disregard for human life.

In addition to the second-degree murder charge, the prosecutor also has the discretion to simultaneously charge the defendant with OWI causing death. Second degree murder and OWI causing death convictions do not violate the Double Jeopardy Clause to the 5th Amendment of the United States Constitution.

Evidence of second degree murder existed in each of the following cases where the defendants were charged with having killed victims while driving drunk.

In *People v. Gonzalez, case no.199230 (Mich. App. 1998)*, a car being driven by the defendant collided with a sport utility vehicle, killing three of its passengers. The crash occurred after the defendant led police on a chase at speeds in excess of ninety miles per hour. The defendant's blood alcohol level was .13. The trial court sentenced the defendant to three concurrent sentences of life imprisonment.

In the next case, *People v. Bell, case no. 242168 (Mich. App. 2003)*, a witness saw the defendant's car come up behind her and approach so close that she could not see its headlights in her rearview mirror. The witness moved onto the shoulder of the road, and after moving onto the shoulder of the road she saw the defendant swerve into an SUV, causing the driver of the SUV to suffer fatal injuries. The defendant's BAC was .25, which is over three times the legal limit. The jury convicted the defendant of second degree murder and operating under the influence of liquor causing death. The trial court sentenced the defendant as a habitual third offender to 35 to 60 years' imprisonment for the second degree murder conviction.

In *People v. Sadler, case no. 194443 (Mich. App. 1998)*, the defendant went to a bar, consumed three alcohol drinks, and then decided to drive home. In the course of driving home, the defendant claimed that he passed out at the wheel and his car veered from the roadway and struck a woman who was jogging along the

*Continued on page 7 >*



# SAFETY Network



## Register now for the 2009 Michigan Traffic Safety Summit

Registration is open for the 14th Annual Michigan Traffic Safety Summit being held March 24-26 at the Kellogg Hotel and Conference Center in East Lansing. This year's event features twenty-eight workshops on various traffic safety issues including binge drinking and its affects on the body, increasing teen belt use, pedestrian and bicycle safety, motorcycle safety programs, and data-driven approaches to crime and traffic safety. In addition, six national speakers are being featured at this year's event.

Participant and non-profit exhibitor registration is \$75 on or before February 13 and \$125 after February 13. For-profit exhibitor registration is \$395. The deadline for exhibitor registration is March 2. Participant registration deadline is March 9. After that date, participants must register on-site if space is available.

Registration forms and more information on the 14th Annual Michigan Traffic Safety Summit can be found at [www.michigan.gov/ohsp](http://www.michigan.gov/ohsp).

### NATIONAL SPEAKERS INCLUDED AT THE 2009 TRAFFIC SAFETY SUMMIT



Dr. Kenneth R. Ginsburg, Associate Professor of Pediatrics at The Children's Hospital of Philadelphia and University of Pennsylvania School of Medicine, Philadelphia, Pennsylvania



Jeffrey Linkenbach, Ed.D., Faculty Member, Department of Health & Human Development, Montana State University, and Director, Montana Social Norms Project, Bozeman, Montana



Anne T. McCartt, Senior Vice President, Research, Insurance Institute for Highway Safety, Arlington, Virginia



Michael G. Witter, Regional Administrator, National Highway Traffic Safety Administration, Region 5, Olympia Fields, Illinois



Rick Kamel, owner, RK Public Relations, Chicago, Illinois



Tom Vanderbilt, author of *Traffic: Why We Drive the Way We Do (and What It Says About Us)*, Brooklyn, New York

## Walker is new TIA president

The Traffic Improvement Association (TIA) Board of Directors has named Jerry L. Walker as the third president of TIA. Walker, of White Lake, most recently served as the city manager and director of public safety for the City of Walled Lake.

Walker, a native of Clarkston, enlisted with the Village of Holly as a police reserve officer in 1978. His previous work experience includes serving as a police and fire dispatcher for White Lake Township, and working his way up through every rank at the Walled Lake Police Department.



Walker obtained a master's degree from Eastern Michigan University, a bachelor's degree from Madonna University, and an associate's degree from Oakland Community College. In addition, he is a graduate of the Northwestern Traffic Institute School of Police Staff and Command, Highland Township Fire Academy.

Walker succeeds Frank P. Cardimen, Jr. who retired on January 31, 2009. Cardimen, who has sixteen years of service at TIA, is currently assisting with the transition process.

TIA is a non-profit traffic safety organization that serves approximately seventy communities in Oakland, Macomb, and Wayne counties. Organized in 1967 by community leaders to address adverse traffic safety issues in Oakland County, TIA's mission is to facilitate engineering, education, and enforcement programs that reduce human and economic losses caused by traffic crashes and congestion.

# SAFETY Network

Continued from page 5 >

shoulder. Defendant's BAC was 0.21, and defendant admitted that he consumed cocaine the day before.

The defendant pled guilty to second degree murder and operating under the influence of liquor and causing death. The defendant was sentenced to ten to twenty years imprisonment for his second-degree murder conviction.

In *People v. Werner*, 254 Mich. App. 528 (2002), the prosecution showed that the defendant drove after becoming seriously intoxicated. Moreover, the defendant knew from a recent prior incident that if he drank, he might experience a blackout and drive recklessly and irresponsibly. The defendant was convicted of second degree murder and operating under the influence of liquor causing death.

These cases show that no one factor by itself may be enough. It will depend on the facts of each case. One thing holds true in these cases, the facts established a level of conduct that goes beyond drunk driving. All of these defendants acted in obvious disregard of life-endangering consequences.

In conclusion, prosecuting attorneys throughout our state who handle these very difficult cases, should be commended because they are committed to seeing that the public is protected and that serious criminals are punished by incarcerating them in prison.

For more information on these cases 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).

**NOTE:** Consult your prosecutor before adopting practices suggested by reports in this article.

The court decisions in this article are designed to keep you informed of trends in the law.

Discuss your practices that relate to these types of cases with your commanding officers, police legal advisors, and the prosecuting attorney before changing your practices in reliance on a reported court decision.



## New identification requirements began January 1

### GOAL IS TO ENHANCE SAFETY AND ENFORCEMENT PROGRAMS

As of January 1, commercial motor vehicles traveling in Michigan are required to display a United States Department of Transportation (USDOT) number as part of the Interstate Motor Carrier Identification Program. Requiring USDOT numbers will help the Michigan State Police (MSP) Traffic Safety Division monitor safety trends and ensure all intrastate commercial motor vehicles comply with national safety requirements.

Obtaining and displaying a USDOT number is required for commercial vehicles with a gross vehicle weight or gross combination weight over 10,000 pounds; vehicles used to transport hazardous materials in amounts requiring a placard; vehicles designed to transport fifteen or more pas-

sengers; and vehicles used to transport eight or more passengers for hire.

The MSP began implementing Federal Motor Carrier Safety Administration (FMCSA) standards that allow all commercial motor vehicles to obtain a USDOT number in March 2007, as part of a continued effort to reduce traffic crashes involving commercial motor vehicles. This new requirement was phased in over a two-year period to allow operators time to comply.

To obtain a free USDOT number, motor carrier companies must register with the FMCSA. The online application is available at [www.safersys.org](http://www.safersys.org) under the FMCSA Registration and Updates link.

## Vision obstruction statute still enforceable

On December 23, 2008, the United States Court of Appeals for the Sixth Circuit held that the "dangling ornament" portion of Michigan's vision obstruction statute (MCL 257.709) is unconstitutional.

However, on December 31, 2008, the court withdrew the earlier opinion. As

a result, all portions of MCL 257.709 are enforceable. A reminder that MCL 257.709, which addresses all vision obstructions including window tint, does not apply to vehicles registered in other states and may not be the basis for stopping out-of-state vehicles.

## What's Ahead

### MARCH

24-26 **Michigan Traffic Safety Summit**  
[www.michigan.gov/ohsp](http://www.michigan.gov/ohsp)

29-4/1 **Lifesavers 2009 Conference**  
[www.lifesaversconference.org](http://www.lifesaversconference.org)

### APRIL

**Alcohol Awareness Month**  
[www.nih.gov](http://www.nih.gov)

6-10 **National Work Zone Awareness Week**  
<http://safety.fhwa.dot.gov/>

# SAFETY Network

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