



SAFETY Network

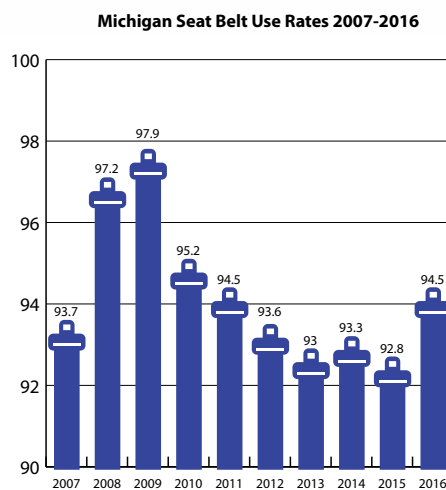
July 2016

Michigan.gov/ohsp

Michigan seat belt use rate rises to 94.5 percent

Michigan's stagnant seat belt use rate climbed higher this year, rising from 92.8 percent in 2015 to 94.5 percent, according to just-released results from a statewide grant-funded observation study by Michigan State University. This news is heartening following the state's substantial increase in traffic deaths from 2014 to 2015.

"Traffic safety programs are meant to reduce traffic deaths and mitigate the impact of injuries," said Michael L. Prince, director of the Michigan Office of Highway Safety Planning (OHSP). "The *Click It or Ticket* campaign remains our



cornerstone effort to remind motorists about Michigan's life-saving seat belt law."

Since the state's all-time belt use record of 97.9 percent in 2009, use has been declining and plateaued around 93 percent.

Every 1 percent increase in seat belt use means an estimated fewer 10 traffic deaths and 100 fewer serious injuries.

According to the National Highway Traffic Safety Administration (NHTSA), in 2015 seat belt use in the United States ranged from 69.5 percent in New Hampshire to 97.3 percent in California and Georgia.

More than 20,000 vehicles stopped during *Click It or Ticket*



Preliminary results indicate law enforcement officers from local police departments, sheriff offices, and Michigan State Police (MSP) posts across the state conducted more than 20,100 traffic stops resulting in nearly 8,000 seat belt and child restraint citations during the *Click*

It or Ticket enforcement campaign May 23-June 5.

The MSP Criminal Justice Information Center provided updated provisional information showing there were seven traffic deaths during the 2016 Memorial Day holiday period, potentially the lowest number of traffic fatalities in more than 40 years. Eight people died in traffic crashes during the 2015 Memorial Day holiday and there were 20 traffic fatalities during the holiday in 2014.

End-of-summer mobilization scheduled

Stepped up drunk driving and seat belt enforcement will start August 18 and continue through the Labor Day holiday weekend.



During last year's end-of-summer mobilization, law enforcement officers stopped 15,461 vehicles, arrested nearly 400 drunk drivers, and issued more than 2,700 seat belt and child restraint citations.

Throughout the *Drive Sober or Get Pulled Over* crackdown, dedicated officers from police agencies around the state will help motorists get home safely by taking a zero tolerance approach to drunk driving.

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Michigan's traffic fatalities by the numbers

by Sgt. Scott Carlson, MSP

By law, all fatal traffic crashes in Michigan must be reported on a UD-10 Traffic Crash Report to the MSP. Last year, 963 people lost their lives on Michigan roadways. This represents a 10 percent increase from 2014 when 876 traffic crash fatalities were reported. The increase in traffic crash fatalities not only occurred in Michigan, but across the United States by an average of 8 percent.

Reporting fatal crashes is mandated by the NHTSA through the Fatality Analysis Reporting System (FARS). The FARS is a census of fatal motor vehicle crashes with qualifying fatalities that occur within the 50 states, the District of Columbia, and Puerto Rico. To qualify as a FARS case, the crash had to involve a motor vehicle traveling on a trafficway customarily open to the public and must have resulted in the death of a motorist or a non-motorist within 30 days of the crash.

The number of reported traffic fatalities in Michigan is a constantly evolving statistic. This means that the total of traffic deaths can increase or decrease on a daily basis. How can the number of fatalities decrease? Certain factors can contribute to a reduction in the fatalities reported. It is important to understand what constitutes a reportable fatal crash in Michigan and which crashes are considered for our statistical reporting.

A reportable fatal crash must occur on a roadway and involve a motor vehicle in transport. The fatality must also occur within 30 days from the date of the crash. The Traffic Crash Reporting Unit (TCRU) then analyzes the data from that fatal crash and enters the information into the FARS.

There are a few instances where a fatal crash is not reportable in Michigan for statistical purposes. If the fatality is the result of an overt or intentional act by one of the parties involved in the crash, then these

are not included. An example would be a suicide attempt by a pedestrian that walks into oncoming traffic and is killed.

If a fatality occurs as a result of a medical condition, such as having a heart attack or stroke while driving, this also would not be a reportable fatal crash. Even though this is a motor vehicle crash with a fatality, it is not counted statistically because the medical condition prior to the crash was the cause of death. Many times these conditions may not be known at the time of the crash and are later determined at an autopsy.

In both instances, what was initially thought to be a reportable fatal crash is not and therefore decreases the overall fatality count.

For more information about fatality statistics or other data requests, please contact the TCRU at 517-241-1699 or email CrashTCRS@michigan.gov.

New PSA campaign educates parents on car seat use

Every 33 seconds a child under 13 is involved in a car crash in the United States, according to 2014 data from the NHTSA. Safety seats, if used correctly, can dramatically reduce the risk of fatality or injury.

But 59 percent of car seats nationwide are misused in a way that could reduce their effectiveness, and more than one-third of children killed in car crashes were completely unrestrained at the time of the crash. The Ad Council and NHTSA have unveiled a new series of public service advertisements (PSAs) to educate parents and caregivers about the importance of selecting the right seat for their child's age and size, and to remind them that car seats,

booster seats, and seat belts offer the best protection for children in crashes and help save lives.

The PSAs encourage parents to know for sure that their child is in the right car seat before they get in the driver's seat. By using the tagline, "Don't Think You Know. Know You Know," the PSAs focuses on parents' overconfidence, reminding them that it might be too late to check their child's seat when they're on the road.

The PSAs are available at <http://www.multivu.com/players/English/7774451-ad-council-find-the-right-seat/>.

Child Passenger Safety Week is September 18-24, 2016.



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Underage drugged driving kills

By Kenneth Stecker and Kinga Gorzelewski



Trent Sheldon pled guilty to Operating While Intoxicated Causing Death. The 18-year-old defendant stated at his plea that he had consumed marijuana prior to driving his vehicle.¹

The victim's tow truck was facing northbound in the southbound lane with emergency lights activated. At the time, the victim was helping pull a car out of the ditch. The defendant was southbound when he swerved to the right onto the shoulder to avoid hitting the tow truck, striking and killing the victim.²

In July 2013, a jury convicted 21-year-old Timothy Wilds for driving under the influence of marijuana and causing the death of his girlfriend after crashing his vehicle. A police report showed that Wilds had 2 ng/mL of THC in his blood six hours after the crash.³

Our society is all too familiar with the dangers of drunk driving and distracted driving. Cases like Sheldon and Wilds bring attention to another growing problem—underage drugged driving.

Car crashes are the leading cause of death among young people ages 16-19.⁴

In 2013, 2,163 teens in the United States ages 16-19 were killed and 243,243 were treated in emergency rooms for injuries suffered in motor vehicle crashes.⁵ That means that six teens ages 16-19 died every day from motor vehicle injuries.

In 2015, teen traffic deaths (ages 13-19) in Michigan were up 23 percent, from 80 in 2014 to 98 in 2015.⁶

A 2011 survey of middle and high school students showed that, in the two weeks before the survey, 12 percent of high school seniors had driven after using marijuana, compared to 9 percent who had driven after drinking alcohol.⁷ A study of college students with access to a car found that one in six had driven under the influence of a drug other than alcohol at least once in the past year. Marijuana was the most common drug used, followed by cocaine and prescription pain relievers.⁸ Since college students compose a significant part of the general driving population, these numbers may have an adverse impact on highway safety in the United States.⁹

In Michigan, drugged driving laws are tough for underage drivers.

Under Michigan law a person, including those under 21 years, may be found guilty of operating while intoxicated if he or she is under the influence of alcoholic liquor, a controlled substance, an intoxicating substance, or any combination of these three categories. A person may also be guilty if there is any amount of a Schedule I controlled substance in his or her body.¹⁰

In Michigan, to help deter drug-impaired driving and the expected increases in underage drivers impaired by drugs, the OHSP continues to promote and expand drugged driving response training to police officers and prosecutors.

Two highly effective drugged-driving detection programs are the Advanced Roadside Impaired Driving Enforcement (ARIDE) and the Drug Evaluation and Classification Program (DECP).

The 16-hour classroom ARIDE training bridges the gap between the Standardized Field Sobriety Testing (SFST) program and Drug Recognition Expert (DRE) training. It provides police officers with general knowledge and skills on how to identify drug-impaired drivers.

The DECP, also referred to as the DRE program, is an expanded, in-depth drugged-driving detection program. The training focuses on the signs, symptoms, and impairment indicators of the DRE seven drug categories—depressants, stimulants, hallucinogens, dissociative anesthetics, narcotic analgesics, inhalants, and cannabis. All 50 states, plus the District of Columbia and Canada, are participating in the program.

As Michigan continues addressing the public safety threat of underage drugged driving it is important to keep in mind what law enforcement agencies and others can do to prevent further tragedies. A couple of approaches include providing an overview of what your law enforcement agency is doing to identify and stop drugged driving in your community and hosting a roundtable discussion as well as providing information on local resources for parents and teens.

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The court has also ruled that the Michigan Medical Marijuana Act's protection supersedes the Michigan Vehicle Code's prohibition and allows a registered patient to drive when he or she has indications of marijuana in his or her system but is not otherwise under the influence of marijuana. People v. Koon, 494 Mich 1 (2013).

1 Times Herald Article, "Teen pleads guilty in tow truck driver's death," March 1, 2016.

2 Id.

3 Jameson Cook, "Sterling Heights Man Convicted in Death of Girlfriend," Macomb Daily News, July 23, 2013.

4 Teen Drivers: Get the Facts | Motor Vehicle Safety | CDC Injury Center. http://www.cdc.gov/motorvehiclesafety/teen_drivers/teendrivers_factsheet.html. Published October 14, 2015. Accessed April 7, 2016.

5 Centers for Disease Control and Prevention. Web-based Injury Statistics Query and Reporting System (WISQARS) [Online]. (2013). National Center for Injury Prevention and Control, Centers for Disease Control and Prevention (producer). [Cited 2015 Oct 7].

6 Michigan Office of Highway Safety Planning Press Release, May 9, 2016, "Michigan sees 10 percent increase in traffic fatalities in 2015."

7 O'Malley PM, Johnston LD. Driving after drug or alcohol use by US high school seniors, 2001-2011. *Am J Public Health*. 2013;103(11):2027-2034. doi:10.2105/AJPH.2013.301246.

8 Arria AM, Caldeira KM, Vincent KB, Garnier-Dykstra LM, O'Grady KE. Substance-related traffic-risk behaviors among college students. *Drug Alcohol Depend*. 2011;118(2-3):306-312. doi:10.1016/j.drugalcdep.2011.04.012.

9 Lloyd Johnston et al., "College Students & Adults Ages 19-55," Monitoring the Future National Survey Results on Drug Use 1975-2013, Vol. 2, (Ann Arbor, MI: The University of Michigan Institute for Social Research, 2014), http://www.monitoringthefuture.org/pubs/monographs/mtf-vol2_2013.pdf (accessed October 1, 2014).

10 Mich. Comp. Laws Ann. §§ 257.625(1)(a), (8) (West 2010).

* Note - The Michigan Supreme Court has found that metabolites of THC do not constitute a Schedule I controlled substance. *People v. Feezel*, 486 Mich 184 (2010).



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GHSA alarmed by data linking speed limit increase to fatalities

The Governors Highway Safety Association (GHSA) is concerned by new research from the Insurance Institute for Highway Safety that illustrates how increasing speed limits in states across the country between 1993 and 2013 have led to 33,000 fatalities on U.S. roadways.

Excessive speed contributes to a significant proportion of all traffic fatalities. In 2014, more than 9,260 people died in speeding-related crashes, or 28 percent of all fatalities.

The GHSA said increasing speed limits has the potential to exacerbate this problem. Crashes are more deadly as speeds



increase. Research has shown that as posted speed limits are raised, drivers will

exceed these limits, and more fatal crashes will result. This new research reinforces earlier studies and provides clear evidence of the negative safety implications from increasing speed limits.

The GHSA publishes speed state maximum speed limits on its website at www.ghsa.org/html/stateinfo/laws/speedlimit_laws.html.

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Other approaches can be found at the following website: https://www.whitehouse.gov/sites/default/files/ondcp/issues-content/drugged-driving/ondcp_teendruggeddrivingtoolkit_41613_final.pdf

We have a responsibility for road safety in Michigan. Moving forward, we need to continue reassessing our efforts to combat the threat of underage drugged driving to the safety on our roads.

To learn more about Michigan's DRE Program please contact Mike Harris, the DRE Coordinator and Law Enforcement Liaison for the OHSP, at harrism13@michigan.gov. To learn more about Michigan's ARIDE Program, please contact MSP Sgt. Kelly Goynes at goynesk@michigan.gov.

For more information on this article and PAAM training programs, contact Kenneth Stecker or Kinga Gorzelewski, Traffic Safety Resource Prosecutors, at 517-334-6060 or e-mail at steckerk@michigan.gov or gorzelewskik@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.

Truck safety driving simulator on the road this summer

The Michigan Center for Truck Safety's driving simulator is scheduled to be at several events in the coming months. The list includes:

- August 6.....Pontiac School District
- August 14-22Upper Peninsula (U.P.) State Fair in Escanaba
- September 2.....Portland Rest Area
- September 16-18 St. Ignace Big Rig Truck Show

For more information, call the center's Lansing office at 800-682-4682 or U.P. office at 800-469-7364.

What's Ahead

AUGUST

- 17 **Drivers Age 24 and Younger Action Team meeting.** Horatio S. Earle Learning Center, 7575 Crowner Drive, Dimondale, 1:30 p.m.

SEPTEMBER

- 8 **Senior Mobility and Safety Action Team meeting.** Horatio S. Earle Learning Center, 7575 Crowner Drive, Dimondale, 1:30 p.m.
- 13 **Pedestrian and Bicycle Safety Action Team meeting.** Horatio S. Earle Learning Center, 7575 Crowner Drive, Dimondale, 9 a.m.

- 15 **Motorcycle Safety Action Team meeting.** Horatio S. Earle Learning Center, 7575 Crowner Drive, Dimondale, 9 a.m.
- 19 **Capital Area Traffic Safety Network legislative meeting and lunch.** Horatio S. Earle Learning Center, 7575 Crowner Drive, Dimondale, 10 a.m.
- 21 **Michigan Truck Safety Commission meeting.** Michigan Center for Truck Safety, 1131 Centennial Way, Lansing, 9 a.m.



Helping Michigan motorists 'get home safe' this summer



With Comerica Park as the backdrop, traffic safety and law enforcement officials recently reminded drivers that you don't need to hit a home run to be an all-star, all you need is a designated driver.

Traffic deaths, especially alcohol-involved traffic deaths, increase during the summer months. That's why all summer long, law enforcement officers from police departments, sheriff's offices, and

the MSP will step up drunk driving enforcement across the state as part of the *Drive Sober or Get Pulled Over* campaign.

"A designated hitter might bring you home, but a sober designated driver can get you home safely after drinking," said Michael L. Prince, OHSP director. "Law enforcement officers across the state will be on the lookout for drunk drivers this

summer to help ensure everyone has the opportunity to enjoy the festivities safely."

In 2015, Michigan alcohol-involved traffic deaths were up 28 percent from 2014, from 107 to 138. Drug-involved fatal crashes were up 19 percent, from 150 to 179 in 2015



Michael L. Prince, OHSP director, and other law enforcement officials at Comerica Park in Detroit.



Passengers in large commercial trucks now required to wear seat belts



The U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) has announced that passengers riding in large commercial trucks will be required to use seat belts whenever the vehicles are operated on public roads in interstate commerce. Effective August 8, 2016, the final rule revises Federal Motor Carrier Safety Regulations and holds motor carriers and drivers responsible for ensuring that passengers riding in large commercial trucks are using seat belts.

In 2014, 37 passengers traveling unrestrained in the cab of a large truck were killed in roadway crashes, according to the most recent data from the NHTSA. Of this number, approximately one-third were ejected from the truck cab.

FMCSA's most recent Seat Belt Usage by Commercial Motor Vehicle (CMV) Drivers Survey, published in March 2014, found that CMV passengers use seat belts at a lower rate (73 percent) than CMV drivers (84 percent). Federal rules have long required all commercial drivers to use seat belts.

SAFETY Network

MDOT improves safety for Michigan's older drivers



A recent study by the Michigan Department of Transportation (MDOT) and Western Michigan University shows new signs and signals make roads safer for older drivers.

Michigan's aging population has resulted in an increase in the number of older drivers involved in traffic crashes. The number of drivers age 65 and older involved in Michigan crashes increased by 2.4 percent from 2004 to 2013, even as the number of all drivers involved in crashes dropped by 23.8 percent during the same period.

In 2004, MDOT began implementing engineering countermeasures addressing the needs of older drivers. They include:

- The use of Clearview font on guide signs, which improves legibility by minimizing blurring around the edges of the letters.
- The use of fluorescent yellow sheeting, a new, brighter color for warning signs that is more visible.
- Box span signal configuration, in which traffic signals are suspended along all four sides of an intersection, to improve safety and visibility.
- Pedestrian countdown signals, which show the number of seconds remaining to safely cross the roadway. These signals help pedestrians decide whether to start crossing an intersection or adjust their walking speed.
- Arrow-per-lane signing, which clarifies navigation paths with a directional

arrow above each limited access highway lane.

The improvements were reviewed in two ways. Researchers surveyed 1,590 Michigan drivers and pedestrians to learn their perceptions of the improvements. Historical crash data, before and after implementation, also was analyzed to determine the impacts of the improvements on safety.

The surveys revealed drivers preferred the improvements over the traditional alternatives. Data analysis showed all five improvements offered cost-effective ways to reduce crash rates among all drivers, specifically among older drivers.

For more information go to https://www.michigan.gov/documents/mdot/RC1636_Spotlight_506683_7.pdf

OHSP seeking ideas for 2017 summit presentations

The OHSP is seeking ideas for general session and workshop speakers for the 22nd Annual Michigan Traffic Safety Summit, March 21-23, 2017, at the Kellogg Hotel and Conference Center in East Lansing.

Suggested topics and speakers should apply to a broad range of traffic safety professionals and be relevant to this event. All presentation proposals will be reviewed by the OHSP with an effort to include information in the final agenda about every aspect of traffic safety in Michigan.

The submission form is available on the OHSP website by clicking on the link to 2017 Michigan Traffic Safety Summit Topic Submission Form. Please submit completed forms to the OHSP by fax: 517-284-3338; email: MSP-OHSP-Summit@michigan.gov; or mail: P.O. Box 30634,

Lansing, Michigan 48913; by September 16, 2016.

Registration for the 2017 Michigan Traffic Safety Summit will open in late 2016.

MICHIGAN TRAFFIC SAFETY SUMMIT

Nominations sought for 2016 MADD Lifesavers Award

Since 2004, the OHSP and Mothers Against Drunk Driving (MADD) provided more than 150 impaired driving recognition awards for prosecutors and law enforcement officers/agencies.

Through the Lifesavers Law Enforcement Recognition Awards program, MADD honors law enforcement officers for their commitment to impaired driving enforcement. There are six nomination categories.

For nomination forms or additional information, contact sue.strong@madd.org. Completed nomination forms must be received by August 19.

Awards will be presented on September 29 during the MADD 2016 Lifesavers Award Luncheon at the Comfort Inn and Suites in Mt. Pleasant.

SAFETY Network

Test data shows higher risk on some Takata air bag inflators

New test data on a particular subset of defective Takata air bag inflators in certain model-year 2001-2003 Honda and Acura vehicles show a far higher risk of ruptures during air bag deployment, prompting an urgent call from the NHTSA to ensure that unrepaired vehicles in this population are found and fixed before they cause further injuries or fatalities.

The higher-risk inflators are in certain 2001-2003 Honda and Acura vehicles:

- 2001-2002 Honda Civic
- 2001-2002 Honda Accord
- 2002-2003 Acura TL
- 2002 Honda CR-V
- 2002 Honda Odyssey
- 2003 Acura CL
- 2003 Honda Pilot

The air bag inflators in these particular vehicles contain a manufacturing defect which greatly increases the potential for dangerous rupture when a crash causes the air bag to deploy. Ruptures are far more likely in inflators in vehicles that have spent significant periods in areas of high absolute humidity. Testing of the inflators from these vehicles show rupture rates as high as 50 percent in a laboratory setting.

The vehicles in question were recalled between 2008 and 2011. Honda has reported that more than 70 percent of this higher-risk population of vehicles has already been repaired, but approximately 313,000 vehicles with this very dangerous defect remain unrepaired. The risk posed by the airbag inflators in these vehicles is

Michigan teen selected as SADD National Student of the Year

Kirtana Choragudi from Iron Mountain has been selected as the 2016-2017 National Student of the Year for Students Against Destructive Decisions (SADD). Kirtana has been an active member of her SADD chapter for the last four years, leading numerous public health and safety activities in her school. She is a National Merit scholar and has served hundreds of volunteer hours in organizations throughout her community.

Each year, SADD selects one student from more than 400,000 members of

SADD Nation to represent the organization as student of the year. Kirtana will chair the National Student Leadership Council, a group of 10 student leaders from across the country who act as SADD's youth voice and lead the organization's programming, communications, advocacy, and outreach efforts.



Scholarships for students developing distracted driving messages



Kelsey's Law Distracted Driving Scholarship for Michigan high school juniors and seniors is launching this fall.

In October, \$5,000 worth of scholarships will be awarded to Michigan students submitting a persuasive message on convincing young drivers to reduce distractions while driving.

Messages may be in the form of a video, graphic, or Tweet that resonates with teens and influences their driving behavior.

Kelsey Raffaele, 17, of Sault Ste. Marie, died in a cell phone-related traffic crash in 2010. Public Act 592 of 2012, known as Kelsey's Law, bans cell phone use for anyone driving on a level 1 or level 2 graduated driver license in Michigan.

The scholarship competition, also named in her honor, is open to juniors and seniors attending any public or private Michigan high school. Applicants must be a Michigan resident with a valid Michigan's driver's license.

The deadline is August 31, 2016.

Applications are available at <http://www.michiganautolaw.com/kelseys-law-scholarship/>

grave, and it is critical they be repaired now to avoid more deaths and serious injuries.

Honda and the NHTSA are asking for the news media and public's assistance to find the remaining unrepaired vehicles. Drivers of these vehicles should immedi-

ately visit SaferCar.gov to check whether their vehicle has any outstanding safety recalls. Those that do should contact their nearest dealer to schedule a no-cost immediate repair. Replacement parts for these vehicles are available immediately.

SAFETY Network

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