



June 2015

Michigan.gov/ohsp

## Michigan traffic deaths fall 8 percent in 2014

For the first time since 2011, Michigan traffic deaths fell below 900 for the year, from 951 in 2013 to 876 in 2014, according to information from the Michigan State Police Criminal Justice Information Center. In addition to the decline in traffic deaths, alcohol-involved crash fatalities dropped 17 percent, from 284 in 2013 to 236 in 2014. Drug-involved traffic deaths were down 9 percent, from 165 in 2013 to 150 in 2014.

“While overall crashes increased 3 percent, there is some very good news in the 2014 crash data for Michigan,” said Michael L. Prince, director of the Michigan Office of Highway Safety Planning. “The next step is further review and analysis by the University of Michigan Transportation Research Institute to better understand these changes.”

Large declines were also noted in motorcyclist and bicyclist fatalities. Motorcyclist fatalities were down 16

MICHIGAN TRAFFIC CRASHES	2014	2013	2012	2011	2010
<b>Total Crashes</b>	298,699	289,061	273,891	284,049	282,075
<b>Total Injuries</b>	71,378	71,031	70,519	71,796	70,501
<b>Total Fatalities</b>	876	951	936	889	937

percent, from 128 in 2013 to 107 in 2014. Bicyclist fatalities were down 22 percent, from 27 in 2013 to 21 in 2014.

Despite declines in many areas, commercial motor vehicle-involved fatalities increased for the third year in a row, up 12 percent, from 94 in 2013 to 105 in 2014.

In other areas:

- Overall traffic crashes increased 3 percent, from 289,061 in 2013 to 298,699 in 2014.
- Traffic injuries remained nearly unchanged, at 71,031 in 2013 to 71,378 in 2014.

- Serious injuries fell 7 percent, from 5,283 in 2013 to 4,909 in 2014.
- Cell phone-involved crashes decreased 3 percent, from 689 in 2013 to 666 in 2014. Cell phone-involved fatal crashes decreased from 4 in 2013 to 2 in 2014.
- Pedestrian fatalities were nearly unchanged, at 149 in 2013 and 148 in 2014.
- Deer-involved crashes fell 7 percent, from 49,205 in 2013 to 45,690 in 2014.

## Stepped-up enforcement during popular summer holiday period in July

Officers from local police departments, sheriff offices and Michigan State Police posts across the state will work stepped-up drunk driving patrols from July 1-12.

“Drunk driving is a serious offense with serious consequences. The stepped-up patrols will be on the lookout for drunk drivers to ensure those drivers are off the road,” said Michael L. Prince, OHSP director.

There will be dramatically increased law enforcement participation in this year’s mobilization. The expanded approach will

cover the state’s 83 counties and continue throughout the summer.

Officers, deputies and troopers who work the federally funded drunk driving patrols are all specially trained in Standardized Field Sobriety Testing (SFST). SFST-trained officers complete 24 hours of lecture and hands-on instruction in comprehensive impaired driver detection.

The grant-funded enforcement strategy is based on many factors, including an extensive review of crash data resulting in

## MICHIGAN NIGHT PATROL

fatal and serious injuries involving unrestrained occupants and alcohol.

In Michigan, it is illegal to drive with a blood alcohol content (BAC) of .08 or higher, although motorists can be arrested at any BAC level if an officer feels they are impaired. Under the state’s high BAC law, motorists face enhanced penalties if a first-time arrest is for a .17 BAC or higher.



# SAFETY Network



## MSP unit offers teen defensive driving courses

By Col. Kriste Kibbey Etue, Director, Michigan State Police

Saving lives on our roadways is a priority for the Michigan State Police (MSP).

As we work to reduce the number of injuries and traffic crashes on the state's roads, a large part of our focus is on our most inexperienced drivers: teens.

As you are likely aware, motor vehicle crashes are the number one cause of death for teenagers. Per mile driven, teen drivers are nearly three times more likely than drivers age 20 and older to be in a fatal crash, according to the Centers for Disease Control and Prevention.

### TEEN MOTOR VEHICLE CRASHES ARE PREVENTABLE.

That's why the MSP Precision Driving Unit offers teen defensive driving classes, at designated periods throughout the year, designed to teach young drivers strategies and techniques to enhance their driving behavior to reduce their risk of being involved in a motor vehicle crash.

The course, which requires teens to have a Graduated Driver License Level 2, includes one hour of classroom training and seven hours of hands-on training with a focus on defensive driving, skid control, controlled braking, and distracted driving.

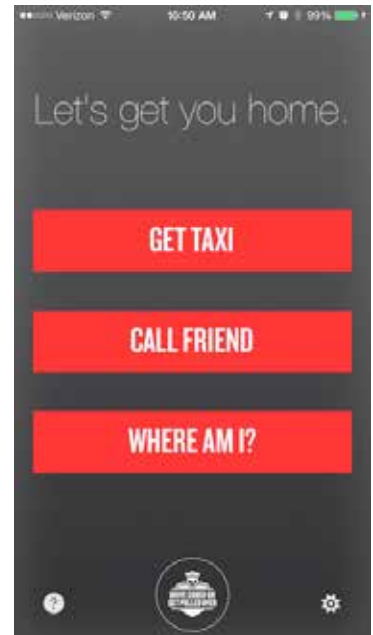
The training teaches students defensive driving techniques that prepare them for how to respond both mentally and physically to differing driving situations. All of the exercises are conducted in MSP patrol vehicles on the MSP Precision Driving Unit drive track with specially trained driving instructors.

To respond to the demand and need for this course, the Michigan Office of Highway Safety Planning provided federal grant funds that allowed the MSP to offer eight additional courses last fall and this spring.

Nearly 300 teen drivers a year now complete the defensive driving course offered by the MSP.

As traffic safety professionals, we know motorist behavior is changed by education and awareness. Through efforts like the MSP teen defensive driving course, the state's three-stage Graduated Driver Licensing system and other safeguards to promote safe driving behaviors, I'm confident we are saving lives every day by equipping teen drivers with the skills they need to be responsible drivers.

To learn more about the MSP Precision Driving Unit, visit [www.michigan.gov/pdu](http://www.michigan.gov/pdu).



## NHTSA's SaferRide app allows users to call a taxi or friend

NHTSA's new SaferRide app will help keep drunk drivers off our roads by allowing users to call a taxi or a friend and by identifying their location so they can be assisted. The app is available for Android devices on Google Play, and Apple devices on the iTunes store.

## Jones begins as NHTSA Region 5 regional administrator



Darin Jones is the new regional administrator for National Highway Traffic Safety Administration Region 5. Jones has spent more than

28 years involved in Commercial Motor Vehicle (CMV) transportation safety, beginning as a motor carrier safety specialist in the Illinois Division. As field administrator for the Federal Motor Carrier Safety Administration's Midwestern Service Center, Jones managed 35 members of the Midwest team across 10 states, build-

ing partnerships with stakeholders, and overseeing the integration of programs delivered through federal financial assistance grants with state and local partners.

Before his selection as field administrator, Jones was safety program manager in the Midwestern Service Center. In this position, he managed state CMV safety grants within the region, serving as national expert on grant management; program and project management reviews; and state training in the area of CMV safety grant planning, management, and over-

sight. In addition, Jones served as Midwest team leader for highly skilled and technical program managers in delivery of the hazardous materials program, alternative physical qualification program, intelligent transportation system commercial vehicle operations, and field performance data analysis and management reporting program. Before joining the Midwestern Regional team, he served as a motor carrier safety specialist and state program specialist in the Ohio Division.



# SAFETY Network

## Award honors teen driver safety champions

Do you know a leader in teen driver safety? You can nominate an individual or organization for the 2015 Teen Driving Safety Leadership Award.

The award, presented by the National Safety Council and the GM Foundation, recognizes individuals and organizations that are helping protect teen drivers. Criteria include the use of promising, evidence-based practices and programs. Anyone can submit a nomination form.

Winners will be chosen based on evidence of achieving the following outcomes:

- Changing behaviors to reduce teen crashes using proven, evaluated methods.
- Leading efforts to educate and engage teens, parents and/or communities around teen safe driving practices.

- Advocating for policies based on the proven principles of Graduated Driver Licensing.

Nominations are due June 20, 2015. Winners will be announced in late September. Visit [nsc.org/teenaward](http://nsc.org/teenaward) for more information.



## The Michigan Center of Truck Safety launches new mobile truck simulator

By Al Newell, Director

The Michigan Center for Truck Safety (MCTS) is responsible for the educational programs sponsored by the Michigan Truck Safety Commission and is funded through a grant to the Michigan Trucking Association Education Center, Inc. The MCTS serves as the central source for truck driver training and information programs with offices in Lansing and Iron Mountain. MCTS staff answers questions and provides

information about truck safety and commercial motor vehicle (CMV) rules and regulations. They also provide education classes for current commercial driver license (CDL) holders.

bad weather conditions to objects in the middle of the road, the simulator trains drivers in a safe environment where they can learn to react to differing situations. The simulators have the most up-to-date software and are contained in a mobile trailer, which can travel to companies and special events all over Michigan. Equipped with air conditioners and heaters, it can be used year round.

Currently scheduled for trade shows in Escanaba, Frankenmuth, and Mount Pleasant, it will also be featured at the Upper Peninsula State Fair this year. The simulators can be taken to private companies to train their drivers.

It was evaluated by the University of Michigan Transportation Research Institute as a "best practice" for teaching drivers about safety issues.

To schedule a company for training, contact me at [ANewell@truckingsafety.org](mailto:ANewell@truckingsafety.org) or call 1-800-682-4682.

"Like" the Michigan Center for Truck Safety on Facebook! Visit the MCTS website at: [www.truckingsafety.org](http://www.truckingsafety.org)



information about truck safety and commercial motor vehicle (CMV) rules and regulations. They also provide education classes for current commercial driver license (CDL) holders.

One of the opportunities now featured at the MCTS is the upgraded commercial motor vehicle simulators. The simulators allow truck drivers the unique opportunity to sit behind the wheel of a variety of heavy duty trucks. The computers place the drivers in different scenarios they might encounter on the highway. From



## Stecker wins NHTSA award

Ken Stecker, a traffic safety resource prosecutor with the Prosecuting Attorney's Association of Michigan, was honored in March by the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA). During the annual Lifesavers Conference in Chicago, NHTSA Administrator Mark Rosekind (left) presented Stecker with a Public Service Award. The NHTSA award recognizes the tireless efforts of those advancing highway safety throughout the country and exemplary efforts in traffic fatality and injury reduction.

# SAFETY Network

## Important U.S. Supreme Court decision regarding police stops

By Kenneth Stecker and Kinga Gorzelewski

In *Rodriguez v. United States*, No. 13-9972, decided April 21, 2015, a police officer pulled over the defendant's vehicle for a traffic violation. After obtaining information from the defendant and his passenger, the officer wrote the defendant a warning ticket and gave them back their documents.

The officer then asked the defendant for permission to walk his dog around the vehicle and the defendant declined. The officer instructed the defendant to wait for a second officer to arrive to the scene. When the second officer arrived approximately seven minutes later, the dog was walked around the car and alerted for drugs.

The defendant was subsequently indicted for possession with intent to distribute 50 grams or more of methamphetamine. He moved to suppress the evidence arguing that the officer had prolonged the traffic stop without reasonable suspicion.

The United States Supreme Court agreed with the defendant. The Court held as follows:

We hold that a police stop exceeding the time needed to handle the matter for which the stop was made violates the Constitution's shield against unreasonable seizures. A seizure justified only by a police-observed traffic violation, therefore, "become[s] unlawful if it is prolonged beyond the time reasonably required to complete th[e] mission" of issuing a ticket for the violation. (p. 1 of the opinion).

The case was remanded back to the 8th Circuit Court of Appeals to decide the issue of whether reasonable suspicion existed to validate the prolonged detention.

This case is important because of what the Court noted in its decision.

First, the Court stated that in *Illinois v. Cabellas*, 543 U.S. 405 (2005), the U.S. Supreme Court held that a dog sniff

conducted during a lawful traffic stop does not violate the Fourth Amendment.

Certain unrelated investigations such as speaking with a passenger or having a K-9 walk around the vehicle, while an officer is writing the ticket is legal under the Fourth Amendment. "The seizure remains lawful only so long as [unrelated] inquiries do not measurably extend the duration of the stop." (p. 5 of the opinion).

Second, the Court noted that a dog sniff is not an "ordinary incident of a traffic stop." (p. 7 of the opinion). The majority emphasize that the question for Fourth Amendment purposes "is not whether the dog sniff occurs before or after the officer issues a ticket, but whether conducting the sniff prolongs – i.e., adds time to – the stop." (p. 8 of the opinion).

Therefore, it seems permissible for a K-9 officer to conduct a dog sniff while another officer attends to the purpose of the motor vehicle stop, as long as the dog sniff does not lengthen the duration of the stop.

There are several points worth noting from the Rodriguez decision that officers should know.

First, the decision did not call into question the well-established principles of traffic stops and other seizures. Second, there is no absolute time as to the duration of a traffic stop. See, *United States v. Harrison*, 606 F.3d 42 (2010) (The 2nd Circuit Court of Appeals held that there is no requirement to terminate "at the earliest possible moment").

In *United States v. DeHernandez*, 473 U.S. 531 (1985), the U.S. Supreme Court mentioned that "Common sense and ordinary human experience must govern over rigid time criteria." A traffic stop may very well end up being a simple stop or it may result in a felony arrest. The officer never knows until he or she has contact with the driver and/or the passengers. It is suggested that the officer not be in a hurry with the stop and to always be observant.

If the officer is only focused on giving the driver a traffic citation, he or she may miss out on other criminal activity that is occurring right before their eyes.

The officer never knows who is in the vehicle and what their intentions may be. Additionally, the officer does not know whether there are weapons and/or contraband in the vehicle. Officers should never forget that a traffic stop is an investigation.

Therefore, it is imperative that the officer always breaks down the traffic stop into segments and deals with things one step at a time. The stop has a beginning, middle, and an end. By breaking it down into segments, the officer is prepared and thorough in every traffic stop.

The bottom line to take from the Rodriguez ruling is that any action which prolongs a stop beyond the reason that justified the stop in the first place will invalidate the additional enforcement action unless there is reasonable suspicion to do so.

For more information on this article and PAAM training programs, contact Kinga Gorzelewski or Kenneth Stecker, traffic safety resource prosecutors, at (517) 334-6060 or email at [steckerk@michigan.gov](mailto:steckerk@michigan.gov) or [gorzelewskik@michigan.gov](mailto: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.





# SAFETY Network



## Driving simulators are now available

OHSP has purchased and placed driving simulators throughout the state. These simulators are available for loan to law enforcement officers and other traffic safety partners to use at safety events. Borrowers are responsible for pickup and return, and are responsible for any damages.

These interactive simulators are easy to set up. The simulator consists of a single “all-in-one” computer and monitor unit, foot pedals, and steering wheel. Simulators are portable and easily trans-

ported using two-wheeled cases with telescopic handles.

The software, One Simple Decision, offers two choices. The impaired drive allows participants to experience the effects and consequences of driving impaired, demonstrating that everyday driving situations can become difficult to manage safely while under the influence of drugs or alcohol. The distracted drive allows participants to experience the dangers of distracted driving. In addition to other common distractions, the student is

asked to make phone calls and text while driving. The student experiences how distractions affect their ability to recognize and respond to common driving situations.

To schedule to use a driving simulator, please contact a coordinator from the list below. OHSP requires a Driving Simulator Loan Agreement to be signed before using the simulator. The borrower must also receive training on the simulator at the time of pickup, which is quick and easy to do.

MSP-1st District	Jackson Post	Tpr. Dan Bowman	bowmand5@michigan.gov	(517) 780-4580
MSP-2nd District	Oak Park	Tpr. Mark Kellar	kellarm@michigan.gov	(248) 584-5740
MSP-3rd District	Freeland	Tpr. Mike Darrow	darrowm@michigan.gov	(989) 495-5561
MSP-5th District	Niles	Tpr. Maurice Burton	burtonm1@michigan.gov	(269) 683-4411
MSP-6th District	Hart	Tpr. Dan Thomas	thomasd20@michigan.gov	(231) 873-2171
MSP-7th District	Gaylord	Tpr. Corey Hebner	hebnerc@michigan.gov	(989) 732-2778
MSP-8th District	Negaunee	Tpr. Stacey Rasanen	rasanens@michigan.gov	(906) 475-9922
MSUE/Munson Trauma Services	Traverse City	Jennifer Ritter	ritterj@anr.msu.edu	(231) 922-4843
Traffic Improvement Association	Auburn Hills	Jim Santilli	jsantilli@tiami.us	(248) 334-4971
Norton Shores Police Department	Norton Shores	Ofc. Jared Passhier	Jared.Passchier@mcd911.net	(231) 733-2691 ext 1346
OHSP-Upper Peninsula	Marquette	Jamie Dolan	dolanj@michigan.gov	(906) 225-7036
OHSP	Lansing	Linda Fech	fechl@michigan.gov	(517) 241-2533

# SAFETY Network



## Roll call videos focus on motorcyclist and bicyclist safety

The Michigan Office of Highway Safety Planning (OHSP) is providing additional tools to remind law enforcement officers of the crucial role they play in ensuring the safety of both motorcycle riders and bicyclists.

A new Michigan-specific motorcycle roll call DVD explains how the enforcement community can reduce motorcyclist deaths and injuries by taking enforcement action for unendorsed riders, knowing the signs of a potentially impaired rider, and understanding the danger of excessive speed. OHSP has also produced motorcycle law reference cards for road officers.

To address bicyclist safety, OHSP is providing a roll call DVD explaining the importance of safe bicycling produced by the National Highway Traffic Safety Administration. OHSP also has new bicycle law reference cards available for road officers.

For questions or additional information about OHSP's motorcycle and bicycle safety programs, contact Chad Teachout, motorcycle safety coordinator, at (517) 241-2579 or [teachout@michigan.gov](mailto:teachout@michigan.gov). To order DVDs or reference cards, contact Cindy Stoneham at (517) 636-5347.

## OHSP welcomes two new staffers



Kendall Wingrove joined the OHSP staff in March as senior editor and external communications strategist in the Communications Section.

He will be responsible for coordinating the Safety Network Newsletter, overseeing traffic safety materials distribution, the National Highway Traffic Safety Administration (NHTSA) annual evaluation report, and the Michigan Truck Safety Commission annual evaluation report.

Before coming to OHSP, Kendall served as a press secretary with the Michigan House and Senate.

He earned a bachelor's degree in journalism from Central Michigan University and a master's in journalism from Michigan State University.



In April, OHSP welcomed Christy Sanborn as the new impaired driving program coordinator. Her responsibilities will include oversight of the NHTSA impaired driving grant funding for countermeasures designed to reduce impaired driving related crashes. Christy will be supporting OHSP programming in such areas as sobriety courts, training for the criminal justice community, and ignition interlocks.

Previously, Christy was an education coordinator in Livingston County facilitating high-risk students in completing high school, GED, and life skills education. Christy holds a bachelor's in criminal justice from University of Michigan-Flint.

## Free UD-10 update classes offered around the state

In anticipation for the upcoming rollout of the revised UD-10 for 2016, Tpr. Scott Carlson from the Traffic Crash Reporting Unit will be traveling around the state conducting UD-10 update classes. The target audience is all law enforcement officers who either complete or review UD-10 Traffic Crash Reports. These classes are also appropriate for support staff or civilians who deal with UD-10s.

The UD-10 update classes usually run three to four hours and cover the more problematic areas on the UD-10 along with some of the common errors and mistakes we see at the Traffic Crash Reporting Unit. Each UD-10 update class will also cover the changes being made to the UD-10 for 2016, which take effect January 1. These UD-10 classes are free and MCOLES registered.

Some of the upcoming classes include:

- Iosco County (June 10, 2015)
- Schoolcraft County (October 5, 2015)
- Grand Ledge Police Department (October 12 and 13, 2015)
- Muskegon County (October 20 and 21, 2015)

To learn more about the new UD-10 or to schedule an on-site training opportunity for your department, please contact Tpr. Scott Carlson at [Carlsons1@michigan.gov](mailto:Carlsons1@michigan.gov) or call (517) 241-1312.

# SAFETY Network



## NHTSA launches first-ever national tween seat belt advertising campaign

The Department of Transportation's National Highway Traffic Safety Administration (NHTSA) has announced its first national advertising campaign aimed at parents of children ages 8-14 to help make sure their children are consistently and properly wearing a seat belt every time the car is moving.

"Buckling up is an important habit to instill in children at a young age," said U.S. Transportation Secretary Anthony Foxx. "This campaign urges parents to never give up until their kids buckle up."

A recent series of NHTSA focus groups found seat belt use can fall by the wayside when running short errands or shuttling kids to and from school and activities.

Seat belts save lives. NHTSA data show that as children get older they are less likely to buckle up. Over the past five years, 1,552 kids between the ages of 8 and 14

died in car, SUV, and van crashes. Among those fatalities, almost half were unbelted.

The percentage of child passengers who die while riding unrestrained generally increases with age and is most pronounced among 13- and 14-year-olds, regardless of seating position.

Tweens test the limits, because it's how they learn and grow. Focus groups confirm that it's critical that they absorb the message now that the car doesn't move until everyone in the vehicle is buckled up. After a while it will be second nature. It is a life-saving lesson that they'll carry with them always.

The campaign includes television, radio, outdoor, print, and digital ads. PSAs will be distributed to nearly 33,000 media outlets nationwide.

For more information, visit [www.safer-car.gov/kidsbuckleup](http://www.safer-car.gov/kidsbuckleup).

## What's Ahead

### JULY

- 1-12 **Click It Or Ticket statewide seat belt mobilization.**
- 8 Commercial Motor Vehicle Action Team meeting, Michigan Center for Truck Safety, 1131 Centennial Way, Lansing, 9:00 a.m.
- 9 **Senior Mobility and Safety Action Team meeting**, Horatio S. Earle Learning Center, 7575 Crown Drive, Dimondale, 1:30 p.m.
- 14 **Pedestrian and Bicycle Safety Action Team meeting**, Michigan State Police Headquarters, 333 S. Grand Ave., Lansing, 9:00 a.m.; Occupant Protection Action Team meeting, Michigan State Police Headquarters, 333 S. Grand Ave., Lansing, 9:00 a.m.
- 16 **Traffic Records and Information Systems Action Team meeting**, Michigan State Police Headquarters, 333 S. Grand Ave., Lansing, 10:00 a.m.
- 21 **Traffic Safety Engineering Action Team meeting**, Horatio S. Earle Learning Center, 7575 Crown Drive, Dimondale, 9:00 a.m.
- 22 **Impaired Driving Action team**, Michigan State Police Headquarters, 333 S. Grand Ave., Lansing, 10:00 a.m.
- 28 **Distracted Driving Action Team meeting**, Michigan State Police Headquarters, 333 S. Grand Ave., Lansing, 1:00 p.m.

# SAFETY Network

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Safety Network is published by the  
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Designer: Jon Benallack  
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P.O. Box 30634  
Lansing, MI 48909  
(517) 241-2500