



# SAFETY Network

November 2012

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

## Michigan seat belt use drops slightly in 2012

Wayne State University completed the final statewide seat belt use survey for 2012 which showed the state's seat belt use is down slightly from 94.5 percent in 2011 to 93.6 percent in 2012.

Variables that might be affecting the decrease include:

- >> Traffic enforcement statewide is down for all types of violations (dropping at a rate of 10 percent per year)
- >> Number of on-road officers, deputies, and troopers is down and the amount of discretionary patrol time is down as well affecting general deterrence

- >> Many agencies have gone to modified shifts to address coverage issues (i.e. 12-hour shifts)
- >> There is a greater focus on violent crime at the expense of traffic enforcement
- >> The number of counties being funded by the Michigan Office of Highway Safety Planning (OHSP) for seat belt enforcement is down to 25 counties from a high of 50 counties in 2007 and 2008, at which time OHSP was liquidating federal funds and investing more funding into seat belt enforcement

OHSP will review the data to determine if any modifications to the current enforcement and public information methodology are needed to compensate for the listed variables.

Fatalities are also up in Michigan as well as nationally. It is suspected the early spring may have contributed to this increase. Below is a year-to-date summary of how the Great Lakes Region is doing with regard to traffic fatalities. Michigan remains below the regional and the national average which are both showing an increase in fatalities of about 9 percent.

**COMPARISON OF TRAFFIC FATALITIES AMONG GREAT LAKES STATES** January 1-October 11, 2012

State	2011	2012	Difference	% Change
Illinois	731	764	+33	4%
Indiana	587	603	+16	3%
Michigan	672	725	+53	7%
Minnesota	249	284	+35	12%
Ohio	764	853	+89	10%
Wisconsin	432	500	+68	14%
<b>Total</b>	<b>3,435</b>	<b>3,729</b>	<b>+294</b>	<b>9%</b>

## Conferences provide traffic enforcement training to 250 officers

The Michigan Office of Highway Safety Planning hosted Traffic Enforcement Training Conferences in Lansing and Marquette in September. The three-day events provided training to nearly 250 law enforcement officers about conducting complete traffic stops, officer safety, legal issues, portable meth labs, and commercial

motor vehicle enforcement. The purpose of the conferences was to offer information that will benefit officers in their everyday duties while patrolling Michigan roadways.

Attendees provided feedback via evaluations that the training was beneficial to their traffic enforcement efforts.



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## Branch County Deputy Scott Jaye named Secondary Road Patrol Deputy of the Year

Branch County Deputy Scott Jaye has been named this year's Secondary Road Patrol (SRP) Deputy of the Year. The SRP award is presented to deputies or sergeants who show initiative, display a positive image of the sheriff's office and demonstrate outstanding work performance.

The award, sponsored by the Michigan Office of Highway Safety Planning (OHSP) in partnership with the Michigan Sheriffs' Association, was presented at the 2012 Fall Training Conference.

Deputy Jaye was previously awarded the Deputy of the Year for the Branch County Sheriff's Office and also received the department's unit citation award for apprehending a suspect in connection with multiple breaking and entering offenses.

The SRP and Traffic Accident Prevention program was created by Public Act 416 of

1978. The program is often referred to as the SRP or 416 program. This state grant program provides county sheriff offices with funding to patrol county and local roads outside the corporate limits of cities and villages. The program, managed by OHSP, has the legislated primary responsibility of traffic enforcement and traffic crash prevention and investigation.

Deputies funded under the SRP program are responsible for traffic enforcement, traffic crash prevention and investigation, criminal law enforcement, and emergency assistance.

Scott has worked with the SRP program for seven years. In addition to his road patrol duties, Deputy Jaye is a police sniper, lidar traffic instructor, and field training officer.

He actively participates in school career days, explaining the law enforcement



*Pictured are (l. to r.) Michigan Sheriffs' Association Executive Director Terrence L. Jungel, Secondary Road Patrol Deputy of the Year Scott Jaye, and Office of Highway Safety Planning Director Michael L. Prince.*

profession, and has been involved with the Branch County Career Center Law Enforcement program.

In addition, he is an annual participant with the local SADD program, attending mock drunk driving scenarios and informing students of the consequences of underage alcohol use.

## October and November are dangerous months for deer-vehicle crashes

An average of 146 deer-vehicle crashes occur every day in Michigan. And these crashes can cause more than just damage to the vehicle. Deer-vehicle crashes resulted in 1,464 injuries and eight deaths last year. The two most dangerous months for this type of crash are October and November.

Deer-vehicle crashes in Michigan declined in 2011 to 53,592 from the 55,867 crashes reported in 2010. However, officials note that many crashes also go unreported, so actual crash numbers are much higher.

In 2011, Kent County once again topped the state's counties in the number of deer-vehicle crashes with 1,750 crashes. The remaining top nine were Oakland (1,736), Jackson (1,536), Calhoun (1,429), Montcalm

(1,340), Lapeer (1,179), Clinton (1,191), Sanilac (1,128), Eaton (1,151) and Genesee (1,122).

All motorists should think deer whenever they are behind the wheel, and drive defensively, as if a deer could appear at any moment.

The Michigan Deer Crash Coalition (MDCC), a broad affiliation of groups representing law enforcement, traffic safety, insurance, natural resources, higher education, and strategic regional planning in the public and private sectors, seeks to increase awareness among the driving public and reduce the number of deaths and injuries occurring in vehicle-deer crashes each year.

The MDCC provides the following tips to help motorists avoid dangerous encounters with deer:

- >> Watch for deer, especially at dawn and dusk
- >> If you see one deer, approach cautiously, as there may be more out of sight
- >> Be alert all year long, especially on two-lane roads.
- >> Watch for deer warning signs as they are placed at known deer-crossing areas
- >> Slow down when traveling through areas populated by deer

For more information, visit the MDCC Web site, [www.michigandeercrash.org](http://www.michigandeercrash.org).

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## Some driver responsibility fees ended October 1

On October 1, Public Act 255 of 2011 eliminated \$150 driver responsibility fees, charged for two consecutive years, for the following violations, committed on or after October 1:

- >> Operating a motor vehicle with an expired operator's or chauffer's license
- >> Operating a motor vehicle without a valid license
- >> Having more than one license
- >> Failing to surrender licenses from other states

The law also eliminated \$200 driver responsibility fees, charged for two consecutive years, for the following violations, committed on or after October 1:

- >> Failing to have mandatory motor vehicle insurance coverage
- >> Failure to produce proof of insurance
- >> Knowingly providing false evidence of insurance

Drivers who owe these fees for offenses committed before October 1 still will be responsible for paying them.

Other driver responsibility fees of \$500 and \$1,000 for two consecutive years for a variety of more serious motor vehicle offenses, including alcohol-related, controlled substance, and reckless driving violations, remain in place.

## AAA Foundation launches Roadwise Rx

The AAA Foundation for Traffic Safety recently launched Roadwise Rx, an online tool that details common side effects of prescription and over-the-counter medications. The tool generates personalized feedback on how medications, herbal supplements, and foods, and their interactions with each other, can impact safety behind the wheel.

While helpful, this tool is not a substitute for professional medical advice. Drivers are encouraged to discuss the confidential results with their doctor or pharmacist to learn how to mitigate possible crash risks. Visit [www.roadwisersx.com](http://www.roadwisersx.com) for more information.

## Michigan Traffic Crash Facts Web site honored

The Michigan Traffic Crash Facts (MTCF) Web site was recently selected as the winner of the Best Traffic Records Web Page award by the Association of Transportation Safety Information Professionals. The site, a collaboration between the Michigan Office of Highway Safety Planning and the University of Michigan Transportation Research Institute, was honored at the annual Traffic Records Forum in October.

In addition, the home page of the MTCF site was recently redesigned to provide a new look and feel while helping users more easily locate crash data. Additional improvements coming to the Web site will include allowing map overlays and customizing geographical boundaries by drawing on the map itself.

Visit [www.michigantrafficcrashfacts.org](http://www.michigantrafficcrashfacts.org) for more information or to find local, county, and statewide traffic data.

## AARP offering veterans free or discounted Driver Safety Program

The AARP Driver Safety Program is offering a free classroom course or 50 percent off an online course to all military veterans and their dependents November 1-30.

The AARP Driver Safety course is for drivers 50 and older, helping drivers stay in command of the road. Participants will learn the current rules of the road, defensive driving techniques, and how to operate a vehicle more safely in today's increasingly challenging driving environment.

The course includes information on:

- >> How to minimize the effects of dangerous blind spots
- >> How to maintain the proper following distance behind another car
- >> The safest ways to change lanes and make turns at busy intersections

- >> Proper use of seat belts, air bags, anti-lock brakes, and new technologies in vehicles
- >> Ways to monitor driving skills and capabilities
- >> The effects of medications on driving
- >> The importance of eliminating distractions, such as eating, smoking, and cell phone use

Upon completion, participants may be eligible to receive a discount on auto insurance depending on their insurance carrier.

To locate a classroom course, call (866) 238-0294 or visit [www.aarp.org/veterans](http://www.aarp.org/veterans). To sign up for the online course, visit [www.aarpdriversafety.org](http://www.aarpdriversafety.org) and enter the promo code VETERANS.



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## New MADD director looking to make a difference in the fight against drunk driving

By Lynn Sutfin, Public Information Coordinator, Michigan Office of Highway Safety Planning



Sherry McGee MADD State Executive Director

Sherry McGee admits that she wasn't tuned-in to Mothers Against Drunk Driving (MADD) when she first learned of a leadership position with the organization's Michigan office. "I thought, Mothers Against

Drunk Driving, they're still out there?" McGee said. "I did some research and read an article titled, 'Wouldn't It Be Nice if MADD Went Out of Business.' I thought it was going to be a negative article. But what I found was that the author was writing about how it would be a good thing if there wasn't a need for MADD because people had stopped driving drunk."

What she has learned since becoming the state executive director in March is that there is a lot of work to be done before MADD can hang a "Closed for Business" sign on the door.

"One in three of us is likely to be impacted by drunk driving," McGee said. "and then for every one person killed or injured by a drunk driver you multiply by four because that's at least how many people are impacted by that one incident."

Started more than 30 years ago by a mother grieving and angry over the senseless death of her 13-year-old daughter at the hands of a drunk driver, MADD has evolved into one of the most widely

supported non-profit organizations in the nation.

For McGee, who was looking to make a career out of making a difference, it was the perfect fit. She brings a wealth of experience from her career in the nonprofit and for-profit sectors.

Prior to joining MADD, McGee was the project director for City Connect Detroit, where she provided leadership in building and strengthening public health collaborations, developed and directed major programs, managed volunteer engagement activities, and performed fundraising. Prior to City Connect Detroit, she served as a director of the Detroit Area Agency on Aging.

In the for-profit sector she worked as a consultant with the Booker T. Washington Business Association helping small businesses develop an infrastructure and secure financing for growth. She also served as the national marketing manager for The Bartech Group, one of the nation's leading technical staffing services firms.

She holds a master's in business administration in marketing and a doctorate in psychology with a health specialization.

Since March, McGee has been working to get her arms around the drunk driving issue and what MADD is doing to eliminate it. This includes legislation and advocacy, supporting victims, and underage drinking prevention programs.

McGee wants people to realize MADD isn't just about telling people what they shouldn't do, but is also helping people

understand what they can do. The organization advocates mocktail parties instead of serving alcohol at events and has developed a research-based program for parents of teens. The Power of Parents, It's Your Influence™ program includes a Web site, parent handbook, and workshops to help educate parents about how to talk to their teens about the dangers of drinking.

"We are staunch supporters of the minimum drinking age," McGee said. "The brain is still developing up until then and alcohol can really affect that development."

Another public policy issue MADD supports is .08 legislation. Passed in 2003, the law made it illegal to operate a motor vehicle at or above .08 blood alcohol concentration (BAC). The legislation included a 10-year sunset clause, set to expire on October 1, 2013, returning to the .10 BAC limit.

"We don't think it should expire and if the Legislature doesn't address the issue this year, MADD is prepared to launch a major community awareness campaign to keep .08," McGee said.

She urges anyone interested in volunteering with MADD to visit [www.madd.org](http://www.madd.org) and select Michigan. McGee said there are long-term and short-term volunteer opportunities.

"People should know this is still an issue and they need to get involved," she said.

McGee welcomes questions and can be reached at [sherry.mcgee@madd.org](mailto:sherry.mcgee@madd.org) or (248) 528-1745, ext. 2655.

### What's Ahead

#### NOVEMBER

21-25 **Thanksgiving impaired driving enforcement**  
[www.michigan.gov/ohsp](http://www.michigan.gov/ohsp)

#### DECEMBER

**National Drunk & Drugged Driving Prevention Month**  
[www.stopimpaireddriving.org](http://www.stopimpaireddriving.org)  
27-1/1 **New Year's impaired driving enforcement**  
[www.michigan.gov/ohsp](http://www.michigan.gov/ohsp)

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## Liability potential for police officers who do not wear high visibility vests on the roadways

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



In 2011, 64 officers were killed in motor vehicle crashes in the United States. Those deaths included 44 in-car crashes, 11 who were struck by vehicles, seven killed while on motorcycles, and two who were in patrol cars struck by trains. While this is a reduction from 2010 when 71 officers died in crashes, 11 officers being struck and killed by motorists while outside of their patrol cars is 11 deaths too many.

To address this issue, on November 24, 2008, a federal regulation (23 CFR 634) went into effect mandating that anyone working in the right-of-way of a federal-aid highway must be wearing high-visibility clothing that meets the requirements of ANSI/ISEA 107; 2004 edition class 2 or 3. This requirement applied to all emergency responders, including law enforcement personnel.

As of December 31, 2011, this practice became mandatory under the Federal Register Final Rule and revised document of the 2009 Manual on Uniform Traffic Control Devices (MUTCD).

In general, this means that all workers on or near a roadway must wear high-visibility apparel as laid out under the guidelines of the MUTCD. However, it's important to note exactly how the regulation has changed and how its updates impact your workers.

Mandatory use areas are now expanded beyond federal-aid highways, such as interstates, and cover all roads "open to public travel." The legislation covers any road where a car can be driven without passing through a traffic control gate, including private property. Simply put, the rule now extends to nearly any roadway where a vehicle can be driven.

All workers within the right-of-way, including emergency responders, must wear garments that include the necessary

design, required fluorescent materials, mandatory amount and placement of quality reflective materials, and the proper care labeling as defined in the ANSI/ISEA 107-2004 standard and equivalent revisions.

For a detailed guide to ANSI 107 Class 2 or 3 garment standards, read ANSI/ISEA 107-2010 Made Easy: A Quick Reference to High-Visibility Safety Apparel, at <http://mws9.3m.com/mws/mediaweb-server.dyn?6666660Zjcf6IVs6EVs666NA8COrrrQ->

The use of ANSI/ISEA 207-2006 (or equivalent revision) garments is included as an option for emergency and incident responders and law enforcement officers to meet requirements of this regulation in lieu of ANSI/ISEA 107-2004. Specific circumstances for law enforcement include, "When uniformed law enforcement personnel are used to direct traffic, to investigate crashes, or to handle lane closures, obstructed roadways, and disasters, high-visibility safety apparel shall be worn."

ANSI 207 is a design specifically for public safety, or police officers, which is the same as ANSI 107 garments in nearly all respects except they are shorter in length so vests and garments do not interfere with officers' access to their weapons. ANSI 207 public safety garments are in compliance with the MUTCD and can be used by emergency and incident responders and law enforcement officers when they are investigating crashes and handling lane closures.

As a result of these changes, safety managers must make the necessary adjustments to their companies' workforce to ensure compliance. The following is a five-step process outlined by the 3M Company to help both employers and workers meet the requirements as laid out under the updated MUTCD regulation.

1. Understand your obligations under federal regulations. Study the regulation updates and share them with your workers to ensure all are in full understanding of the new changes.
2. Complete a risk assessment for each job function. Determine the low-visibility hazards for each job description at your work site, including work zone hazards (roadway traffic speeds, workers' proximity to traffic and work zone equipment, task load); environment background (time of day, seasons, weather, temperature exposure, equipment); and additional considerations (workplace exposure, garment appearance, laundry protocol).
3. Identify garment options for each job function. Based on risk assessment, choose garment class per ANSI 107-2010 (or 2004); choose apparel types, such as jackets, rainwear, t-shirts, and vests; and conduct an onsite visibility demonstration and/or a wear test to confirm choices.
4. Create garment specifications. Prepare specifications that ensure the garments you purchase comply with high-visibility standards; specify certified products only; and ensure the performance, color, sizing, customization, features, care guidelines, comfort, style, and durability desired is received.
5. Implement a garment program. Issue garments to workers; provide continuous education and training on topics such as the importance of wearing garments in the workplace environment, how to wear and maintain the garments, and when to replace them; repeat assessments as needed, and adjust the program as necessary.

**LIABILITY** Continued on page 7 >

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## Parents hold the keys to young driver safety

Most parents think their teen doesn't like to listen to them but remembers every word spoken by a friend. However, what parents say to their teens about driving could very well save a life.

According to research by The Children's Hospital of Philadelphia, teens who say their parents set rules and pay attention to their activities in a helpful, supportive way are half as likely to be involved in a crash.

Parents are also encouraged to be strong role models by following the rules of the road and not using a cell phone while they drive.

Teens can also impact the driving behaviors of other teens. Parents should talk to teens about being good passengers by not distracting the driver and encouraging their friends to use a seat belt.

There are a variety of programs and resources to help parents and teens promote safe driving. Additional information for parents is available at [www.nhtsa.gov/Teen-Drivers](http://www.nhtsa.gov/Teen-Drivers).

For teen drivers, the Michigan Office of Highway Safety Planning supports Strive For A Safer Drive (S4SD), which provides funding and resources to schools to

develop and implement student led, peer-to-peer traffic safety awareness campaigns. S4SD is also sponsored by AAA Michigan and Ford Driving Skills for Life. Visit [www.michigan.gov/s4sd](http://www.michigan.gov/s4sd) for more details.

Last year in Michigan, 156 people were killed and 1,324 were seriously injured in crashes involving drivers age 16-20. Of those fatalities, 85 were a 16 to 20-year-old driver or passenger.

## GTSAC announces formation of new standing committee



The Governor's Traffic Safety Advisory Commission (GTSAC) has announced the formation of a new committee to help facilitate improved coordination on traffic safety public information and education initiatives.

The Standing Committee on Traffic Safety Communications has been charged with exploring opportunities for improved communication and coordi-

nation between state, local, and private sector agencies that conduct public information and education campaigns on traffic safety issues.

According to Michael L. Prince, chair of the GTSAC, "There are dozens of campaigns that take place throughout the year, not only by agencies in state government, but at the local level, in the private sector, and by non-profit organizations. This committee will serve as a forum which will enable these organizations to stay better

informed, coordinate their efforts, leverage support, and share resources in order to make their campaigns stronger and more effective."

The committee will be chaired by Anne Readett, section chief for Office of Highway Safety Planning (OHSP) communications. Readett has served as section chief for communications for OHSP since 1995. Prior to her state service, she worked for the Michigan Legislature and in the private sector.

## School buses do more than transport students safely

Every day, Michigan's nearly 16,500 school buses not only act as the safest form of transportation for students, but also reduce traffic congestion.

To help promote the benefits of schools buses, the National Highway Traffic Safety Administration partnered with the American School Bus Council to promote the *My Choice, Their Ride*. Campaign during National School Bus Safety Week, October 22-26. The campaign highlights that school buses are the safest, most economic, and most environmentally friendly choice for student transportation.

According to the American School Bus Council, students are 50 times safer riding a school bus to and from school than driving themselves or riding with friends, and 20 times safer than riding with a parent or other adult. In addition, it is estimated every school bus keeps 36 cars off the roads around schools, reducing the likelihood of a crash and improving traffic flow.

In 2011, Michigan school buses were involved in 902 crashes that resulted in 273 injuries, according to the Michigan State Police, Criminal Justice Information Center. The majority of those injured were motor

vehicle drivers and passengers or pedestrians. While three people died in school bus-involved crashes, none of the fatalities were students riding on a school bus.



# SAFETY Network



*Pictured (l. to r.) are: Jason Hamblen, Program Management Section Chief of the Michigan Office of Highway Safety Planning, Barry County Prosecutor Thomas Evans, Sherry McGee, Michigan MADD Executive Director, and Isabella County Prosecutor and Prosecuting Attorney's Association of Michigan President Larry Burdick.*

## Evans receives MADD Life Saver Award

Barry County Prosecutor Thomas Evans recently received the David M. Schieber Mothers Against Drunk Driving (MADD) Prosecutor Life Saver Award for his outstanding dedication to stopping drunk driving and supporting the victims of this violent crime.

The award was presented at the Prosecuting Attorneys Association of Michigan Annual Conference by MADD State President Sherry McGee and Jason Hamblen of the Michigan Office of Highway Safety Planning. The MADD Prosecutor Life Saver Award was first presented in 2006 and is annually awarded to Michigan prosecutors whose work exemplifies the ideals of MADD.

Evans successfully prosecuted and obtained a guilty verdict for a fatal traffic crash involving marijuana that resulted in the death of an off-duty Barry County sheriff's deputy who was riding a motorcycle. The accused successfully motioned a circuit court to dismiss the charge of Operating with the Presence of a Schedule 1 drug (marijuana), claiming that the statute was unconstitutional because it did not require proof of impairment.

Evans appealed the circuit court's ruling to the Michigan Court of Appeals, which reversed the trial court and upheld the constitutionality of the Operating with the Presence of a Schedule 1 drug statute.

In June 2011, a two-day jury trial was conducted, resulting in a guilty verdict and a sentence of 60-180 months.

### **LIABILITY** *Continued from page 5 >*

It is highly recommended that agencies review their policies regarding use of high-visibility safety apparel in order to make sure they meet the requirements as laid out in the rules.

From a risk management perspective, law enforcement agencies must be aware of the liability potential for both their agency and police officers when officers do not wear high-visibility safety apparel. Because the rules apply to all law enforcement officers working on the roadways, failing to follow these rules could result in agencies and officers experiencing issues with civil litigation as well as an investigative review by a number of governmental agencies.

Even more importantly, having an officer struck by a motor vehicle is a statistic that we definitely do not need.

*For more information on this article and PAAM training programs, contact Kenneth Stecker, Traffic Safety Resource Prosecutor, at (517) 334-6060 or e-mail at [steckerk@michigan.gov](mailto:steckerk@michigan.gov). Please consult your prosecutor before adopting practices suggested by reports in this article. Discuss your practices that relate to this article with your commanding officers, police legal advisors, and the prosecuting attorney before changing your practice.*

## End-of-summer crackdown nets 283 drunk drivers

Officers made 10,855 traffic stops resulting in 283 arrests for drunk driving during the end-of-summer *Drive Sober or Get Pulled Over* statewide crackdown August 16-September 3. This includes 52 drivers arrested for a blood alcohol content (BAC) of .17 or higher under Michigan's High BAC Law.

This year's crackdown also included seat belt enforcement during which officers issued 3,246 seat belt and child restraint citations. In addition, officers made 65 drug-related arrests, 133 other alcohol-related arrests, issued 702 speeding citations, and cited 590 uninsured motorists.

The crackdown was coordinated by the Michigan Office of Highway Safety Planning and paid for with federal traffic safety dollars. Nearly 160 state, county, and local law enforcement agencies in 26 counties participated in the extra patrols.

# SAFETY Network



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