

CTRAFFIC SAFETY *onnection*



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Connecting Oregon's Community Traffic Safety Advocates

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Join the CPS Team

Tens of thousands of individuals have been certified as Child Passenger Safety (CPS) Technicians and Instructors since the certification program began in 1997. Currently Oregon has 437 CPS Technicians and 20 Instructors. National certification helps to enhance the credibility and professionalism of all child passenger safety advocates, practitioners, and the organizations and programs that use their services. Documented CPS training and experience also help reduce liability.

Currently the Oregon 2010 certification course dates are:

- February 23rd–26th in Medford
- March 15th–18th in Independence
- April 20th–22nd in Beaverton (law enforcement)
- May 17th–20th in John Day.

In addition there will be a June course offered in Bend—dates to be determined. Information on courses is available at www.actsoregon.org/CPStraining.html. Click on a specific course to access the application.

Oregon Daily Traffic Toll— 12/31/2009

Troy E. Costales, ODOT Transportation Safety Division Administrator

Happy New Decade!

The preliminary fatal count for 2009 sits at 375. Yes, you read that right, 375! The last time Oregon experienced this low of a statewide fatality toll was in 1949 (356) and 1945 (353). In 1949 the fatality rate based on vehicle miles traveled was 6.38. If nothing had changed since then, Oregon would have experienced 2,217 fatalities last year alone. Our year-to-year change is a dramatic 10% decline from 2008.

Our decade-to-decade change has been just as dramatic. During 1990–1999 we averaged 512 fatalities and during this past decade we averaged 455 with only one year above the 500 mark. A decade average decline of over 11%. Many moons ago we set an aggressive goal of reaching a fatality rate of 0.99—or 370 fatalities—by 2010. You have helped Oregon essentially achieve that mark one year early! It looks like the 375 fatalities this past year will translate into a fatality rate of 1.08. It will be a few months until all the injury level data is in-hand as well as the “errors and issues” around the fatality counts (i.e. alcohol, drug, speed, safety belt/seat). However there are some early headlines for 2009:

- safety belt use still at 96 plus percent; top three in the country
- pedestrian fatal count lowest since 1944 (verified)

New Motorcycle-Related Laws Focus on Training

The 2009 Oregon Legislature passed several laws that affect motorcyclists. Some of the laws go into effect January 1, 2010; others are phased in over several years. Most of the laws are related to motorcycle endorsements for Oregon driver licenses and motorcycle rider training.

Across the nation, motorcycle crashes involving injuries and fatalities are rising. Oregon is no exception. Motorcycle crashes in Oregon have

- bicyclist count still staying very low
- motorcyclist count up by 8 over last year—Portland count up from last year, also possibly Lane County is up, yet the overall total is down meaning that other cities and counties had dramatic declines
- travel is up in Oregon for this year compared to last year (even though some entities will say they believe the fatal decline is due to less travel)
- increased traffic law training for officers, prosecutors, and judges
- increased equipment, radar, LIDAR, e-ticket, e-crash, mobile terminals for officers, court technology, photo radar, red light cameras
- road improvements like extension of rumble strips, center barriers (cable on 26, concrete barriers on 18/22), left turn pockets, new asphalt all across the state
- continued teen driver crash reductions
- newer cars that have better safety features (cash for clunkers)
- a transportation public that follow the rules
- a legislature that listens to citizens (cell law, higher DUI penalties, etc)
- an involved citizenry at the advisory committee, policy team and technical panel levels of highway safety.

Take a moment to reflect on what you and your partners have accomplished. Few states, let alone countries across the globe, can boast of this dramatic of a decline. Our challenge for 2010 is to keep the momentum going. Thank you for your efforts day in and day out. Many citizens and guests of our state owe you a debt of gratitude.



almost doubled from 2002 (443) to 2008 (873). In contrast, during the same time period, the total number of crashes in Oregon for all vehicles decreased 13 percent.

“Previous legislation to require riders under 21 years old to take a training course has been extremely successful at reducing motorcycle deaths and injuries for younger riders,” said Michele O’Leary, ODOT motorcycle safety program manager.

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Bicyclist Safety Mini- Grants Awarded



This year twenty-three applications requesting over \$88,500 were received. With \$36,000 in funds available the decision on who to fund was tackled by a review committee consisting of ACTS Oregon board members, a community member and staff. A total of ten projects were funded.

Albany Police Department Project—Bicycle Safety Rodeo

Expand the Albany Bicycle Safety Rodeo to serve more families.

City of Eugene Project—Helmet Program

The Eugene Helmet Distribution Program will work with Metro Affordable Housing and Project Homeless Connect to provide education, helmets and equipment to underserved communities.

Good Shepherd Health Care System Project—Safe Solutions

Establish Bike Safety Task Force in conjunction with formation of Safe Communities Project, host two bike rodeos and conduct other bike safety outreach.

City of Gresham Project—Transportation Educational Safety Fair

Provide helmets at low cost at a minimum of two events that include bike safety education and a kids cycling skills course.

Jefferson County Health Department

Project—HEAL Bicycle Round Up

Purchase equipment and supplies for the Jefferson County Bicycle Roundup event and afterschool bicycle riding safety training.

City of Keizer Bikeways Committee

Project—Bike Rodeo Commuter Education

Host three family bike rodeo events that emphasize and provide training on basic commuter skills.

Malheur County Traffic Safety Commission

Project—Gotcha Doin' the Right Thing!

Law Enforcement will provide food vouchers to youth exhibiting correct bike safety behavior, distribute helmets, as well as take the time to register the child's bike.

Newberg Public Library

Project—Books and Bikes

Host a bike rodeo to teach safe biking skills, conduct helmet fit and distribution, purchase books on bike safety for permanent circulation and assemble bike safety themed totes for check out.

City of St. Helens

Project—Youth Safety Program

Conduct activities with the 5th grade class including a safe cycling poster contest, an assembly to review safe cycling practices from a variety of presenters, and bike safety items including gear, safety lights, and reflective gear.

University of Oregon

Project—Safety and Education Project

Organize Bicycle Appreciation Days where free bicycle repair and maintenance classes will be available and a Zane will be constructed and distributed.

Board Member Highlight

Lynne Mutrie is ACTS Oregon's newest board member. Lynne's passion lies with creating communities where walking and bicycling are encouraged, convenient and safe. Lynne started her career in education in Vancouver, Canada, and when travelling in Oregon found that Oregonians have the same desire for livable communities.



Many of you may remember Lynne as the Community Traffic Safety Program's manager from 2002-2007. In her most recent positions with the Bicycle Transportation Alliance (BTA), first managing Portland's Safe Routes to School program, then managing the BTA's Oregon youth programs, she was able to continue promoting healthy, active

communities through education and design of communities where walking and bicycling take center stage.

Lynne knows the important work ACTS Oregon does and is looking forward to helping ACTS Oregon's staff achieve their goals to help people throughout Oregon travel safely.

Lynne's Message for the New Year:

Any time is a good time to make a New Year's resolution! And a resolution that can save money, time and lives is the best kind of resolution to have at all times! I ask all ACTS Oregon members and others to resolve to use our local, regional, state and federal highways with the utmost care and respect for all road users. We can increase the safety of our roadways by thinking of others

who are sharing our roadways with us. Transportation is a system and a system never works independently. We must work together to increase the safety on our roadways.

Confused About Using a Booster Seat? Don't Be.

A December News Release from the Insurance Institute for Highway Safety (IIHS) may have



raised concerns with parents, caregivers and CPS Technicians. They recently rated booster seats to take the guesswork out of selecting boosters most likely to provide good lap and shoulder belt fit in a range of vehicles.

"We're confident we're giving

consumers a solid overview of what they'll find when they shop for their children," says Anne McCartt, Institute senior vice president for research, adding that "parents don't need to dig deep into their pocketbooks to buy a booster with good all-around belt fit." BEST BETS and GOOD BETS include several affordable choices starting at about \$20 and ranging up to \$250 or more. Big box retailers stock most of them in stores and online, and the rest can be found at specialty baby-gear sellers.

Thirty-four seats aren't BEST BETS, GOOD BETS, or on the list of boosters the Institute doesn't recommend. These seats can provide good protection for some kids in some vehicles, but

not in as many cases as top-rated boosters. The top 23 in this category provide good lap belt fit across all vehicles. Some parents may find the shoulder belts fit their kids just fine in these boosters. If so, they should provide good protection. Lap belt fit is the problem for the bottom 9 boosters that just miss the not-recommended list. These provide poor lap belt fit most of the time.

How types compare: The Institute doesn't recommend backless over highback boosters and vice versa. Backless ones generally provide better lap belt fit, and highbacks generally do a better job of positioning shoulder belts correctly in all vehicle configurations.

SAFE KIDS USA Responded with the Following:

Real children are not like crash test dummies, so every seat can fit differently. Booster kids come in all shapes and sizes, so take your child to pick out the booster that fits him or her best.

Don't panic if your booster seat shows up on a "not recommended" list. The seat that does not fit the crash dummy may fit your child perfectly and all boosters on the market meet federal crash test standards.

The most important factor is how a booster fits your child:

- Does the shoulder belt rest on the shoulder bone? You may have to raise the booster seat's head rest to adjust the fit for your child.
- Does the lap belt lay across the upper legs or thighs? Be sure the lap belt is under both armrests.
- If both lap and shoulder belt fit as directed, you have a "recommended" seat because it is a good fit for your child.

The numbers tell the truth: booster seats save lives. The latest research from Children's Hospital of Philadelphia shows that children who use a belt positioning booster seat in a back seat are 45 percent less likely to be injured in a crash than those who use just a safety belt.

Most kids under 4 feet 9 inches, who weigh between 80 and 100 pounds are likely to need a booster seat to get a good fit of the adult seat belt. That means that many kids will start riding in a booster seat between the ages of 4 to 8 and remain in it until they are between 8 and 12 years old.

Don't guess. Use a correctly fitted booster seat to keep a child safe in the vehicle.

Full press release from IIHS at: www.iihs.org/news/rss/pr122209.html.

New Motorcycle-Related Laws Focus on Training

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"We're hoping that as more people go through training, the number of crashes will decrease for riders of all ages."

Senate Bill 124

Beginning January 1, 2010, Senate Bill 124 increases the penalty for riding without a motorcycle endorsement from a Class B (\$360) to a Class A (\$720) violation. The law also requires a court to suspend the fine for the violation if the rider completes training and receives a motorcycle endorsement within 120 days of sentencing.

Senate Bill 546

Senate Bill 546 will require all new motorcycle riders to complete an ODOT-approved motorcycle safety course before they can be issued a motorcycle endorsement by DMV. The law has a five year phase-in period based on the age of the rider.



ODOT—approved motorcycle safety courses are provided by the TEAM OREGON Motorcycle Safety Program. Since 1997, Oregon law has required all riders under 21 to complete a TEAM OREGON Basic Rider Training course as part of the endorsement process. Under the new law, mandatory training will be phased in for

all new motorcycle riders regardless of age. Beginning January 1, 2011, new motorcycle riders under the age of 31 must complete the course as part of the endorsement process unless they have a valid motorcycle-endorsed license from another state. Additional age groups will be phased in as follows:

- January 1, 2012—All new riders under age 41
- January 1, 2013—All new riders under age 51
- January 1, 2014—All new riders under age 61
- January 1, 2015—All new riders no matter what age.

As of January 1, 2010, Senate Bill 546 increases the motorcycle endorsement fee for new applicants from \$77 to \$87 (this does not include the cost of a Class C driver license). The new law also adds two questions to the DMV regular driver license knowledge test pertaining to the safe operation of cars and trucks around motorcycles.

House Bill 2370

As of January 1, 2010, House Bill 2370 requires insurance companies to provide a discount on motorcycle insurance to new riders who complete an ODOT-approved rider education course. The amount of discount is not prescribed in the law, only that a discount needs to be given.

For more information visit: www.oregon.gov/ODOT/TS/motorcyclesafety.shtm.



Check Up Clinics and Fitting Stations

Please check www.childsafetyseat.org under Child Passenger Safety/Calendar for current list, specific dates, locations and times.

Date	City	Location	Address	Time
02/11/10	Ontario	Fire Department	444 SW 4th	4:00 P.M. to 6:00 P.M.
02/11/10	St. Helens	Police Station	150 S. 13th Street	4:00 P.M. to 6:00 P.M.
02/13/10	Albany	Fire Station #12	120 SE 34th Avenue	8:00 A.M. to 10:00 A.M.
02/13/10	Newberg	Fire Department	3100 Middlebrook Drive	9:00 A.M. to 11:00 A.M.
02/17/10	Corvallis	Fire Department	400 NW Harrison Street	8:00 A.M. to 11:30 A.M.
02/17/10	Bend	Fire Department	1212 SW Simpson	10:00 A.M. to 1:00 P.M.
02/18/10	Redmond	Fire Department*	341 Dogwood Avenue	4:00 P.M. to 6:00 P.M.
		*By appointment (541)	504-5000	
02/20/10	Beaverton	City Hall	4755 SW Griffith Drive	9:30 A.M. to 12:30 P.M.
02/20/10	Milwaukie	Clackamas County Fire	2930 SE Oak Grove Boulevard	10:00 A.M. to 12:00 P.M.
02/20/10	Independence	Polk County Fire	1800 Monmouth	11:00 A.M. to 3:00 P.M.
02/24/10	Forest Grove	Fire & Rescue	1919 Ash Street	3:00 P.M. to 5:00 P.M.
02/25/10	Eugene	Fire Department	1725 W 2nd Avenue	5:00 P.M. to 7:00 P.M.
02/26/10	Medford	Medford Fire	3700 E Barnett Road	10:00 A.M. to 12:00 P.M.
02/27/10	Portland	Fire Station	2915 SE 13th Place (13th and SE Powell)	10:00 A.M. to 1:00 P.M.



Program Leader Honored for Efforts to Help Children

Congratulation to Adrienne Greene, manager of SAFE KIDS Oregon, who was named the 2009 SAFE KIDS USA Coordinator of the Year. Adrienne Greene has led SAFE KIDS Oregon since 2001. There are currently 14 SAFE KIDS coalitions in the state. She also manages the children's injury prevention program within the Oregon Public Health Division.

For information, go to www.safekidsoregon.org.



Congratulations

Virginia Garcia Memorial Health Center in December, 2009 was named one of the top 15 Portland-area nonprofits by the Portland Business Journal. In addition, they also are a car seat distribution program and work with other CPS Technicians in Washington County to provide check up events and seats at a reduced cost.