

# CTRAFFIC SAFETY Connection



May 2009

Connecting Oregon's Community Traffic Safety Advocates

Volume 7, Number 6

## Let's Get Together

We would just like to remind fellow traffic safety advocates as well as Traffic Safety Committee/Commissions (TSC's) that we are always available to attend meetings. Now that the weather is a little more favorable Kate Murphy the Community Traffic Safety Program Coordinator has begun her statewide travel to provide support for Mini Grantees. While conducting these visits with grantees Kate tries to fit in as many visits or meetings with advocates and TSC's as possible.

Her plans thus far include a trip to central Oregon the week of May 18th and a trip to eastern Oregon the first week of June. She will also be traveling south to Ashland in the fall and make an appearance in Rockaway in August. If it sounds like she might be motoring through your neck of the woods and you're interested in setting up a meeting; let her know. She is available at 503-643-5620, 800-772-1315 Email: [katem@actsoregon.org](mailto:katem@actsoregon.org).

Kate will share information about the programs of ACTS Oregon, mini grants, and conference opportunities. If there is an additional topic in particular you would like more information on please share that with her as well. Kate is looking forward to all her travels in the upcoming months.

## TEAM OREGON Presenting at 2009 Oregon Transportation Safety Conference

Celebrating its 25th anniversary on May 1, 2009, the TEAM OREGON Motorcycle Safety Program provides statewide training for riders of all ages and every level of riding ability. TEAM OREGON is headquartered at Oregon State University, and partners with Oregon Department of Transportation (ODOT) as well as Oregon State University (OSU) to provide training at 19 locations throughout Oregon. Three mobile training units are deployed to provide courses in less populated areas. The program is funded by student tuitions and a fee on motorcycle endorsements.

In 2008 approximately 10,000 students completed one of TEAM OREGON's courses to learn safe and responsible motorcycling. This represents a 25% increase in training over 2007. In its 25 year history, TEAM OREGON has trained over 86,000 riders.

TEAM OREGON is a nationally recognized leader in motorcycle safety and the only state motorcycle safety program to develop its own proprietary training curricula. In 2005 Oregon was ranked first in the nation for motorcycle safety program administration, education courses and licensing practices by the National Highway Traffic Safety Administration (NHTSA).

While motorcycle crashes and fatalities continue to rise nationwide, Oregon motorcycle fatalities decreased by 10% in 2008. Additionally, Oregon's rate of fatalities per 10,000 motorcycle

registrations was about half of the national rate. Unfortunately alcohol involvement continues to be a significant factor in fatal motorcycle crashes. In 2008 nearly 40% of the riders who were killed showed some level of blood alcohol.

The heart of TEAM OREGON is its street-oriented, research-based training courses. All courses are open to the public and most include classroom instruction and on-cycle training. TEAM OREGON has nearly 160 paid, part-time instructors. Each instructor passes a rigorous training program to become a certified TEAM OREGON instructor. All instructors have extensive motorcycling

experience and bring a wealth of knowledge to TEAM OREGON's students.

For beginning riders, we offer Basic Rider Training (BRT), a 15-hour introduction to motorcycling that includes nine hours of riding practice. Our Intermediate Rider Training (IRT) is for those who are self-taught or rode years ago and are getting back into motorcycling. For riders who want to raise their skills to a higher level, we offer Rider Skills Practice (RSP). The RSP focuses on advanced techniques for cornering,

emergency braking and avoidance maneuvers. Advanced Rider Training (ART) is designed to refine cornering skills on the tight turns and curves of an enclosed track. TEAM OREGON also sponsors advanced training programs for police motorcycle officers.

Oregon riders are required to have a valid motorcycle endorsement on their driver's license. To obtain the endorsement, riders must pass a knowledge test and an on-cycle test at the Oregon Motor

Vehicles Division (DMV). Those who complete the TEAM OREGON Basic Rider Training course (BRT) can bypass both DMV tests. Those who successfully complete an IRT receive a waiver for the DMV on-cycle test. The best option is for riders to complete a training course. Statistics show that most motorcycle crashes involve riders who are self-taught or who learned from family or friends.

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# Injury Prevention Essential to U.S. Health Reform

Preventable injuries exact a heavy burden on Americans through premature deaths, disabilities, pain and suffering, health care costs, rehabilitation costs, disruption of quality of life for families, and disruption of productivity for employers.

In 2000, Americans suffered from injuries resulting in over \$117 billion in medical costs and an estimated \$289 billion in productivity losses. Long-term disabilities from fall-related hip fractures, brain, spinal cord, and burn injuries frequently result in high costs for continued long-term care.

This reality brings to light that preventative safety measures are not necessarily a personal right or choice. When someone is severely injured in a crash because they did not wear their safety belt the cost of health care can become a public burden. The expense of long term care is generally so astronomical that Medicare and/or state health plans are utilized to make up the difference. The same is true for wearing a helmet or ensuring that your child safety seat is installed correctly. Not only will fellow tax payers reap the benefits of preventative safety measures but the consumers themselves can receive significant returns on their investment in safety.

When evidence-based prevention strategies are implemented, the estimated return on investment is substantial. For instance, home visitation programs have been demonstrated to be particularly effective in reducing child abuse and injury, and provide a cost savings of nearly \$2.88

## School Bus Training

More and more school bus drivers find themselves transporting pre-school age children and infants.

School Districts are offering classes for pre-school children while some high schools offer programs for teen moms with infants.

School buses are used for transporting both Head Start students and pre-school age children to early intervention programs and childcare. With the use of school buses as a growing option for transporting small children it is vital to ensure that they are secured safely.



to \$5.70 per dollar spent. Other proven cost-effective injury prevention strategies include booster seats for children, bicycle and motorcycle helmets, smoke alarms, and the enforcement of laws associated with preventing drunk driving, maintaining curfews for teen

drivers, and wearing seat belts (Figure 1).

Preventable injuries represent a serious burden in the United States. However, the causes of injuries are grounded in the places where we live, work, travel, and play—our homes, workplaces, schools, recreational venues, and transportation systems. As such, initiatives to prevent injuries must be designed

by people and organizations within our communities. These parties must be continually involved in the health reform process to ensure the development of healthy environments that promote safety and prevent injuries.

Concerted efforts to reform the health care system in our nation must address injuries in order to improve health, increase public safety, and reduce health care costs.

This article is an adaptation from the State and Territorial Injury Prevention Directors Association. It can be viewed on the ACTS Oregon website under Child Passenger Safety (CPS) Feature.

ACTS Oregon is pleased to partner with Oregon Child Development Coalition (OCDC) to offer the National Training for Child Passenger Safety (CPS) Restraint Systems on School Buses. This curriculum was developed and is designed to be a comprehensive guide for currently certified CPS technicians who wish to address the issues of transporting the pre-school population safely on school buses.

## National CPS Restraint Systems on School Buses Training in Oregon:

Thursday—July 30th, 2009  
8:00 A.M. to 5:00 P.M.  
OCDC  
9140 SW Pioneer Ct. Suite F  
Wilsonville, OR 97070

This class is limited to 30 students. If you would like to attend, please contact Sandy Holt [sandy@actsoregon.org](mailto:sandy@actsoregon.org).

Intervention	Cost per Unit	Return on Investment*
Child Car Seat	\$46/seat	\$1,900
Booster Seat	\$31/seat	\$2,200
Child Bicycle Helmet	\$11/helmet	\$570
Motorcycle Helmets	\$240/helmet	\$4,300
Helmet Laws	\$1,400	\$4,300
Sobriety Checkpoints	\$9,600/checkpoint	\$73,000
Midnight Curfew & Provisional Licensing for Teen Drivers	\$74/driver	\$600
Zero Tolerance for Drivers < 21 years	\$34/driver	\$850
Upgrade Secondary Belt Law to Primary	\$300/new user	\$5,400
Enhanced Belt Law Enforcement	\$280/new user	\$5,400
Smoke Alarm Purchases	\$33/smoke alarm	\$940
Smoke Alarm Laws	\$36/user	\$940
Fall Prevention for High-Risk Elderly	\$1,250/person	\$10,800

\* Return on investment is defined as the amount injury prevention interventions saved by preventing injuries, including medical costs, other resource costs (police, fire services, property damages, etc.), work loss, and quality of life costs. These benefits are calculated in 2004 dollars.

# Baker City Technician Class

April 20–23, 2009

Last month Sandy Holt—ACTS Oregon and Kristi Dirks—Hood River Volunteer rendezvoused with eastern Oregon instructors Sherry Smith—Ontario Police Department and Robert Tibbetts—La Grande Fire Department, to host a Child Passenger Safety (CPS) certification course in Baker City. All ten students were from eastern Oregon and successfully passed the course. Many thanks go out to the instructor team for making this such a great class.

The newly certified technicians include: Sara Hayden—The Family Place, Alice Lentz, Christine Barrows, Theresa Dent and Amanda Smull—Department of Human Services Child Welfare, JW Roberts—Hermiston Fire and Emergency Services, Valeria Hysong—Baker City Police Department, Katie LaDouceur—Sherman County MDT, Teresa Aasness—Families First Parent Resource Center, and Allison Deputy—Childcare Resource and Referral. Congratulations to everyone.



## U.S. DOT Doubles Roof Strength Standard for Light Vehicles

### Announces First Ever Standards for Heavier Vehicles

U.S. Transportation Secretary Ray LaHood recently announced tough, new roof standards that will significantly strengthen vehicle roof structures and improve rollover crash protection.

“Rollovers are the deadliest crashes on our highways and today’s rule will help occupants survive these horrific events,” said Transportation Secretary Ray LaHood.

The new regulation from the National Highway Traffic Safety Administration will double the current roof strength requirement for light vehicles weighing up to 6,000 pounds. It specifies that both the driver and passenger sides of the roof must be capable of withstanding a force equal to three times the weight of the vehicle.

The current standard calls for roofs to withstand 1.5 times the weight of the vehicle, applied to one side of the roof, for light vehicles up to 6,000 pounds. Heavier vehicles from 6,000 to 10,000 pounds, which have never been regulated, must now have both sides of the roof capable of withstanding a force equal to 1.5 times the weight of the vehicle.

The phase-in schedule, which begins in September 2012, will be completed for all affected vehicles by the 2017 model year.

Secretary LaHood also reminded Americans that wearing a safety belt will significantly improve the chance of survival in a rollover crash. They keep people in their seats and can prevent them from being ejected in rollover crashes.

“These new standards go a long way toward reducing deaths, but safety belts are the first, most important step everyone should take to protecting themselves and their families,” he said.

The tougher roof crush requirements are part of a comprehensive plan to address rollover crashes, which kill about 10,000 people annually. That approach includes a mandated electronic stability control system, which helps prevent the rollover from occurring.

This is a press release from the National Highway Transportation Safety Administration (NHTSA) and can be found at [www.nhtsa.gov](http://www.nhtsa.gov).

## 2009 Oregon Transportation SAFETY CONFERENCE

Facing the Challenge of Change

### Workshop Highlights

The ACTS Oregon Board held their planning retreat at the Best Western Hood River Inn in April. A tour of the facility provided an opportunity to visualize and finalize details for the 2009 Oregon Transportation Safety Conference. This location will provide great meeting space and interesting tour options. The program is coming together and here are a few highlights!



three intensive training options scheduled—Standardized Field Sobriety Testing (SFST) Refresher Training for officers, Highway Safety Manual for engineers and CPS training for CPS Technicians. Officer Robert Hayes, Albany Police and DPSST will lead the SFST Refresher. Kevin Haas, ODOT Traffic Investigations Engineer; Beth Wemple, Kittelson & Associates, Inc Associate Engineer and Karen Dixon, Oregon State University, Associate Professor Transportation Engineering will present the Highway Safety Manual training. The CPS training has not yet been confirmed.

Robert Hadlow, Ph. D, ODOT Senior Historian.

Workshops being planned for Wednesday and Thursday include: Beyond the Traffic Ticket—How They Did It!; Motorcycle Safety—A View From The Saddle; Speed Task Force—Addressing the Issue; Ford Driving Skills for Life; Driver Education: A Matter of Priority for the future NOW!, and more.

An additional tour is being planned of the Cascade Locks Truck Scales and Weigh Station.

Traffic engineers, law enforcement officers and Child Passenger Safety (CPS) Technicians will be able to earn professional credits at this year’s conference. On Tuesday October 27th there are

For everyone else there will be a tour of the Historic Columbia Gorge Highway and Bridges conducted by Kristen Stallman, ODOT Columbia River Gorge National Scenic Area Coordinator and

[www.actsoregon.org/conferenceRegistration.html](http://www.actsoregon.org/conferenceRegistration.html).



## Check Up Clinics and Fitting Stations

Please check [www.childsafetyseat.org](http://www.childsafetyseat.org) under Child Passenger Safety/Calendar for current list, specific dates, locations and times.

Date	City	Location	Address	Time
5/14/09	La Grande	Fire Department	1806 Cove Avenue	9:00 A.M. to 12:00 P.M.
5/14/09	Boardman	Port of Morrow	2 Marine Drive	2:00 P.M. to 6:00 P.M.
5/14/09	Ontario	Fire Department	444 NW 4th Street	4:00 P.M. to 6:00 P.M.
5/16/09	Beaverton	City Hall	4755 SW Griffith Drive	9:00 A.M. to 12:00 P.M.
5/16/09	Eugene	Valley River Center	NE Corner of JC Penny	10:00 A.M. to 2:00 P.M.
5/16/09	Woodburn	Wal-Mart	3002 Stacy Allison Way	10:00 A.M. to 2:00 P.M.
5/16/09	Salem	Hospital	Corner of Mission & Capitol	11:00 A.M. to 3:00 P.M.
5/20/09	Corvallis	Fire Department	400 NW Harrison Street	8:00 A.M. to 11:30 A.M.
5/20/09	Bend	Fire Department	1212 SW Simpson	10:00 A.M. to 1:00 P.M.
5/21/09	La Grande	Fire Department	1806 Cove Avenue	9:00 A.M. to 12:00 P.M.
5/21/09	Beaverton	NW Jeep	10600 SW Canyon Road	5:00 P.M. to 7:00 P.M.
5/23/09	Albany	Fire Department Station #12	120 SE 34th Street	8:00 A.M. to 10:00 A.M.
5/23/09	Portland	AAA Oregon	600 SW Market Street	10:00 A.M. to 1:00 P.M.
5/30/09	Prineville	Robberson Ford	2289 NE 3rd Street	10:00 A.M. to 2:00 P.M.

## Safe Routes to School National Conference

“Two Steps Ahead”

August 19–21, 2009

Hilton—Portland and Executive Tower—Portland

Be a part of the 2nd annual Safe Routes to School National Conference. Learn how Safe Routes to School programs across the country are changing the habits of an entire generation of schoolchildren and putting thousands of families two steps ahead of health and environmental concerns.

## TEAM OREGON Presenting at 2009 Oregon Transportation Safety Conference

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If you are interested in learning more about TEAM OREGON and their success in keeping Oregon's motorcycle riders safer, attend their workshop at this year's 2009 Oregon Transportation Safety Conference.

Thank you to Bob Reichenberg, Communications Manager, TEAM OREGON Motorcycle Safety Program for submitting this article.

**2009 Oregon Transportation SAFETY CONFERENCE**  
**Facing the Challenge of Change**

Join ODOT—Transportation Safety Division and ACTS Oregon,

October 27 to 29

at the Best Western Hood River Inn