

CTRAFFIC SAFETY *onnection*



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Connecting Oregon's Community Traffic Safety Advocates

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Bicycle Safety and Building Safer Communities Mini Grants

Kate Murphy—ACTS Oregon's Community Traffic Safety Coordinator is working with ODOT—Transportation Safety Division to finalize Bicycle Safety Mini Grants. Once projects have been approved announcements will be made.

Building Safer Communities Grantees have been selected and approved. Notifications and agreements were sent out January 13, 2009. In addition Kate is working to notify media in awarded communities about the upcoming projects.

Both programs were very competitive this year; there were many tough choices. At the same time however, it was great to see the level of traffic safety activity throughout the state.

Communities interested in learning more about these grant opportunities should contact Kate at katem@actsoregon.org, or 503-643-5620, 800-772-1315. She would be glad to come and meet with traffic safety committees/commissions or other organization to share information and encouragement.

Community Highlight: Keizer Bikeways Committee

Written and Submitted by Ron Anderson—Committee Chair

The Keizer Bikeways Advisory Committee had a very successful year, thanks to the awarding of two separate grants to the City of Keizer. The seven member volunteer committee operates strictly on donated funds or funding obtained through the grant process.

The committee was successful in obtaining the Building Safer Community Mini-Grant and the Bicycle Safety Mini-Grant through ACTS Oregon.

The Bicycle Mini-Grant was utilized to purchase three Giant mountain bikes in different sizes, which were used to conduct bicycle safety rodeos held at various community events. The committee had held bike rodeos at the events in past years, however relied on publicity from newspapers and various flyers to advertise the rodeos. Many families that showed up at the events either did not hear about the rodeos or found it impractical to bring their children's bikes to heavily crowded areas. Being able to provide bicycles at the event allowed more children the opportunity to participate.

The purchase of the bikes stayed within the grant budget due to Joe Dobson, owner of Salem's Bike Peddler Bike Shop. Mr. Dobson supplied the bicycles at his cost, and donated assembly labor costs. It was a great example of a local business giving to the community.

A total of four separate bike rodeos and safety programs were conducted throughout the spring and summer. At these rodeos children's bikes



underwent a safety inspection, bike helmets were inspected and correctly fit. Helmets were replaced if found to be in need. After the

inspections the child was guided through the rodeo. Activity booklets on bike and pedestrian safety were provided to the children and their families following the rodeo to support what they had just learned.

It was found that some of the participants did not even own a bicycle, with more than one child not even knowing how to

ride a bike. One brave lad participated in the rodeo, having not ever ridden a bicycle before. The child was assisted by committee members in learning how to ride the bike. Despite many close calls, no injury was received by either the child or the volunteer. At the completion of the day, the child left with the ability to ride in a semi-straight line, turn the bike, and had a huge smile on his face and a new donated bike helmet in hand.

The Building Safer Communities Mini-Grant made the distribution of safety helmets possible to children of families who otherwise might not be able to afford the safety equipment. Additionally, bicycle blinker-style taillights were given out, with the emphasis for the kids to use the lights when riding to and from school.

The City of Keizer is very supportive of the Bikeways Committee, and goes out of its' way to see that bicycle safety, through both educational programs and roadway construction, is a priority.

We know that the combined efforts of Keizer's government support, community spirit shown by businesses, private organizations involvement, and the proper funding to make things happen, make us a safer community.

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Oregon Highways Claim Fewest Lives Since 1999

Despite record-breaking storms at year's end, Oregon's highways claimed fewer lives in 2008 than in the previous nine years, according to preliminary reports from the Oregon Department of Transportation. Officials were quick to add that even one death is one too many, but making strides in safety is noteworthy. As of December 31, there were 414 confirmed fatalities, with eight reports pending. This represents the lowest loss of lives since 1999 and 1955.

"Our number one mission continues to be safety, and it's the measure we evaluate ourselves on daily," said ODOT Director Matt Garrett. "To know that Oregonians are buckling up, driving sober and taking real steps to be safe on the roads is heartening."

Researchers compare fatalities versus vehicle miles traveled to assess safety, and Oregon's rate



is projected to be 1.25, based on miles driven in the state in 2008 (1.25 lives lost per 100 million miles traveled). This is the second lowest rate in Oregon motor vehicle history. In 1999, the rate was 1.19. In 2007, it was 1.26; in 2006, 1.40. The worst years were 1972: 737 fatalities; 1978: 722 fatalities; and 1969: 714 fatalities. These are also the only three years with more than 700 highway deaths.

"Oregon will be well below the national average for the tenth straight year after being at or worse than the national average for 50 straight years," said Troy E. Costales, ODOT Safety Division administrator. "However, even one life lost is too many. We will continue our efforts in education, enforcement, engineering and emergency response, and we hope Oregonians continue to listen and respond."

This press release is a publication of ODOT—Transportation Safety Division.



2009 Oregon Transportation Safety Conference

Planning is underway for an exciting conference October 27–29, 2009 in Hood River. Jeffrey W. Runge, MD, FACEP, former Chief Medical Officer at the Department of Homeland Security has been invited to attend.

Dr. Jeff Runge has been an emergency medicine physician for 25 years. Until 2001 he practiced and taught in North Carolina's busiest emergency department and trauma center, while performing research in injury prevention and trauma care. In 2001, he became the Administrator of the National Traffic Highway Safety Administration. As the head of NHTSA, Dr. Runge instituted programs that led to the first absolute declines in U.S. motor vehicle deaths in nearly a decade and the lowest highway fatality rate in history. During his tenure, safety belt use nationwide increased from 73% to 82% through a combination of legislative and law enforcement initiatives, including the "Click It or Ticket" program, saving over 2,700 lives and preventing 25,000 serious injuries per year. In September of 2005, Dr. Runge was asked to move to the Department of Homeland Security to become the young Department's first Chief Medical Officer. In that capacity, Dr. Runge founded the Office of Health Affairs at DHS, with responsibility for the Department's biodefense and medical readiness programs and providing support to the Secretary and the DHS components on all medical and public health issues. President Bush nominated him to become the Department's first Assistant Secretary for Health Affairs, and upon confirmation by the Senate, he has served in that capacity until August of 2008. Dr. Runge now serves as a consultant in the areas of disaster medicine, bioterrorism defense, and homeland security technology.

As the planning for the conference progresses, information will be available at www.actsoregon.org/conference.html.

Kulongoski Proposes Mileage Tax

Governor Ted Kulongoski says he will ask the Legislature to begin "a path to transition away from the gas tax as the central funding source for transportation" and to replace it with a mileage tax boosted by satellite technology. A year ago, the Oregon Department of Transportation announced it had demonstrated that a mileage tax could work.

The proposal is part of a transportation-related bill he has filed for the upcoming session. "As Oregonians drive less and demand more fuel-efficient vehicles, it is increasingly important that the state find a new way, other than the gas tax,

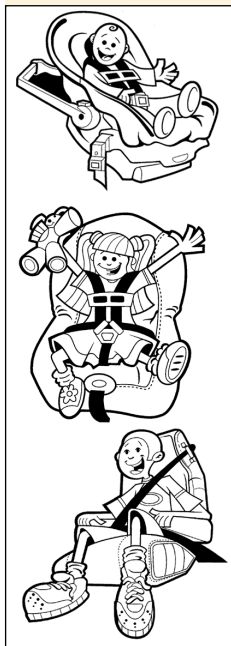


to finance our transportation system," according to the policies he has outlined. Kulongoski wants the task force "to partner with auto manufacturers to refine technology that would enable

Oregonians to pay for the transportation system based on how many miles they drive." The online outline adds: "The governor is committed to ensuring that rural Oregon is not adversely affected and that privacy concerns are addressed."

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Child Passenger Safety Training Opportunities



The new year has arrived and Sandy Holt, ACTS Oregon's Child Passenger Safety (CPS) Technician Coordinator, has been busy scheduling classes.

Currently there are three different types of classes on the calendar. These include: CPS Introductory Classes, CEU Workshops and Technician Certification Courses. Each of these is a great training opportunity.

The classes are tailored to meet the needs of students at varying levels of CPS experience.

Introductory classes: Offer basic information on child

safety seat selection and correct installation. Attendees at the training are asked to assist at a Child Safety Seat Check Up Event to solidify what they have learned. These classes are suggested prior to attending the National Child Passenger Safety Certification Training. There are no courses currently scheduled.

CEU Workshops: Open to all CPS Technicians. An overview of current best practice, recent technical information and a display of new seats is provided. Attending a CEU workshop will offer CPS Technicians the opportunity to earn up to 6 CEU credits towards recertification. Instructors will be available to sign off Technicians on the required car seat installations.

Date: Thursday January 29, 2009*

Time: 12:30 P.M.–3:30 P.M.

Location: Eugene Fire Department • 1705 West 2nd Avenue Eugene, OR 97402

***Check up event** at the same location from 4:00 P.M. to 7:00 P.M.

Date: Wednesday February 25, 2009 **OR** Thursday February 26, 2009

Time: 9:30 A.M.–3:30 P.M.

Location: Lake Oswego Fire Department • 300 B Avenue Lake Oswego, OR 97034

National Child Passenger Safety Certification Training (CPST): This course is scheduled for 3 to 4 days. The training combines classroom instruction, hands-on work with car seats and vehicles, and a community safety seat checkup. Attendance is required for the entire course. All applications must first be pre-approved by ACTS Oregon before registering with SAFE KIDS Worldwide, the certifying agency. There is a \$60.00 registration fee payable to SAFE KIDS Worldwide. No additional fees are required for this course and lunch is provided.

Date: Wednesday February 11th to Saturday February 14, 2009*

Time: Wednesday to Friday 8:30 A.M.–5:30 P.M.

Saturday 9:00 A.M. to 1:00 P.M.

Location: Hillsboro Fire #3 • 4455 NW 229th • Hillsboro, OR 97124

***Check Up Event** for this class will be Saturday February 14th, 2009.

If you are interested in any of these courses visit the training calendar on the ACTS Oregon website, www.actsoregon.org/CPStraining.html. Here you will find applications and registration information. If you have additional questions about course please contact Sandy Holt, sandy@actsoregon.org. P/503-643-5620, 800-772-1315.

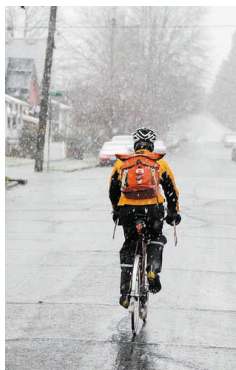
Tax Breaks Offered for Bike Commuters

As Reported by KPTV Fox 12

A new law introduced by a congressman from Oregon may soon have commuters reaching for bike helmets instead of car keys.

The Bicycle Commuter Act, sponsored by Representative Earl Blumenauer, allows tax breaks for companies who have employees bicycling to and from work.

Companies that opt in for the Bicycle Commuter Act can receive a \$20 tax credit each month for



every employee biking to work. The credit is meant to offset the costs of bicycle purchase, improvement, repair and storage. Based on how the employer offers the benefits, the employee may bring receipts to be reimbursed or may sign up for monthly payments.

According to Blumenauer's office, for a city such as Portland that sees a large percentage of its population biking to and from work, the tax break should be a no-brainer.

Matt Magee, a salesman at the Bike Gallery in Beaverton, agreed it's a smart move.

"We should hope for it and go for it. Anything that encourages people to be creative, whether it's the mass transit system which is so well-developed in this city, or alternative forms of transportation such as walking to work or biking," Magee said. "I think there are benefits for all of us."

It falls on the business to decide what it will do with the \$20 tax credit.

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Kulongoski Proposes Mileage Tax

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The task force's final report came out in November 2007. It was based largely on a field test in which about 300 motorists in the Portland area and two service stations took part over 10 months, ending in March 2007. A GPS-based system kept track of the in-state mileage driven by the volunteers. When they bought fuel, a device in their vehicles was read to determine

mileage. The report said that under the Oregon concept of the program, "ODOT would have no involvement in developing the on-vehicle devices, installing them in vehicles, maintaining them or having any other access to them except, perhaps, in situations involving tampering or similar fee evasion activities." Equipment for the Oregon test was developed at Oregon State University. Whitty said last year it might take about \$20 million to establish that the mileage tax is commercially viable. Eventually, GPS devices would have to be built into cars, and fueling stations would have to be similarly equipped. The gas tax would stay in force—Kulongoski has proposed that it be raised 2 cents—for vehicles not equipped to pay the mileage tax.

This article is an adaptation from the Statesman Journal, <http://www.statesmanjournal.com/article/20081229/UPDATE/81229004>.



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
1/24/09	Portland	American Medical Response	1 SE 2nd Avenue	10:00 A.M. to 1:00 P.M.
1/29/09	La Grande	Fire Department	1806 Cove Avenue	9:00 A.M. to 12:00 P.M.
1/31/09	Hermiston	Fire Department	320 S 1st Street	12:00 P.M. to 4:00 P.M.
2/05/09	La Grande	Fire Department	1806 Cove Avenue	9:00 A.M. to 12:00 P.M.
2/05/09	Redmond	Fire Department	341 Dogwood Avenue	10:00 A.M. to 1:00 P.M.
2/07/09	Beaverton	Police Department	4755 SW Griffith Drive	9:00 A.M. to 12:00 P.M.
2/07/09	Lake Oswego	Fire Department	300 B Street	10:00 A.M. to 1:30 P.M.
2/11/09	McMinnville	Fire Department	Please Call: 503-435-5800	
2/12/09	La Grande	Fire Department	1806 Cove Avenue	9:00 A.M. to 12:00 P.M.
2/12/09	Ontario	Fire Department	444 SW 4th Street	3:00 P.M. to 6:00 P.M.
2/14/09	Hillsboro	Fire Station	4455 NW 229th	10:00 A.M. to 12:00 P.M.
2/18/09	Corvallis	Fire Department	400 NW Harrison Street	8:00 A.M. to 11:30 A.M.
2/18/09	Bend	Fire Department	1212 SW Simpson	10:00 A.M. to 1:00 P.M.
2/19/09	La Grande	Fire Department	1806 Cove Avenue	9:00 A.M. to 12:00 P.M.
2/19/09	Beaverton	NW Jeep	10600 SW Canyon Road	5:00 P.M. to 7:00 P.M.

Tax Breaks Offered for Bike Commuters

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Blumenauer has long been a cycling advocate and was recently called a “bicycle evangelist” by the New York Times. His office hopes companies will start making bike-friendly offices by including showers and places to store bikes.

The Bicycle Commuter Act went into effect January 1, 2009.

To read more about the bicycle commuter act,
http://blumenauer.house.gov/index.php?option=com_content&task=view&id=817&Itemid=167.

2009 DUII Multi-Disciplinary Conference

This conference starts on Friday April 17th, check-in at 7:00 A.M., and concludes on the 18th at 4:30 P.M. The conference is being held at the Jantzen Beach Red Lion Inn, Portland, OR.

Who should attend? This conference will offer law-enforcement, parole & probation, treatment providers, evaluators, prevention specialists, prosecutors, medical providers, judges and transportation safety professionals with an opportunity to learn and exchange information in the efforts to reduce impaired driving.

For more information or to register visit, www.odot.state.or.us/ffp/ts/duiimdc.htm.