

ACTS OREGON

TRAFFIC SAFETY Connection



Oct./Nov. 2009

Connecting Oregon's Community Traffic Safety Advocates

Volume 8, Number 1

Free Workshops

The University of Portland conducts a series of Highway, Local Road and Street Safety workshops in your area free of charge. These workshops are designed for persons throughout Oregon with responsibilities related to traffic and highway safety. These workshops focus mainly on the types, causes and costs of traffic crashes and the importance of Engineering, Enforcement and Education. The workshops also review proper use of traffic control devices, traffic calming, low cost highway safety improvements and best roadway safety practices in your region. Overall, the workshops will answer many of the questions that engineers, maintenance personnel, decision makers, traffic safety committee members, law enforcement agencies and public agency personnel may have regarding roadway safety.

For additional information, please visit: <http://orgs.up.edu/highwaysafety/> or contact Dr. Mojie Takallou 503-943-7437 or email takallou@up.edu.

2009 Oregon Traffic Safety Conference

This year's conference was yet another successful venture; trainings, workshops, tours, and a biker themed annual meeting abound. All the Intensive Training Opportunities were well received. Standardized Field Sobriety Testing Refresher Training, Introduction to AASHTO Highway Safety Manual for engineers; Airbags: History, Science, Mechanics and Effects on People and CPS 101: Concept, Design, Manufacture, Testing, Costs and Marketing. The deployment of air bags was an added bonus provided by Mike James, Alabama Statewide CPS Coordinator. Attendees earned DPSST Training Credits, Profession Development Hours and Continuing Education Credits.

Nine workshops were offered including Lindsey Selser sharing Help Your Community See "Eye to Eye" on Traffic Safety, Bob Reichenberg presenting Motorcycle Safety—A View from the Saddle, Dr. John Tongue and John Diehl focusing on Speed Task Force—Addressing the Issue and Bill Warner sharing Driver Education: A Matter of Priority for the Future NOW.

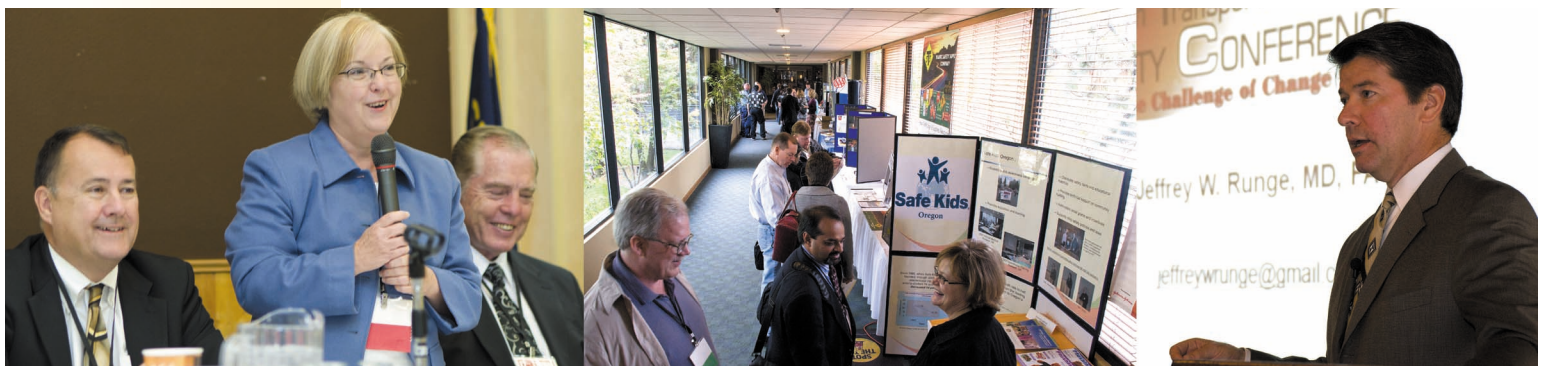
Another workshop that took place on the final day of the conference was University Student Research Presentations. Seven students were selected to present their research: Raul Avelar, Neil Kopper and Jon Mueller represented OSU while Todd Johnson and Kristie Gladhill appeared for PSU and Andrea Rose and Chelsea McNeil made the trip from OIT. Neil Kopper (MSCE 10) was selected by a panel of ACTS Oregon board members as best student presentation and will receive a \$400 award from OTREC—Oregon Transportation Research and Education Consortium.

The tour of the Historic Columbia Gorge Highway and Bridges was a great success, providing people with an understanding of the history and future of this beautiful roadway. The tour of the Cascade Locks Port of Entry was also very educational although the cooler weather kept a lot of people at the conference center.

The ACTS Oregon annual meeting was filled with fun festivities and excellent networking opportunities. There were several activity stations to accompany the motorcycle theme. One could receive a tattoo—temporary of course, or be photographed on a motorcycle, and there was even a poster contest. ACTS Oregon thanks everyone for their enthusiastic participation and support.

We can't forget the awards luncheon. Many efforts were recognized and well deserved. To see who won visit www.actsoregon.org/conference.html.

We are already planning next year's conference and can't wait to see everyone again!



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How Do You Get Wildlife to Cross a Highway...Safely? With an Undercrossing, of Course!

In a unique investment in motorist and wildlife safety, the ODOT Region 4 team is building a wildlife under-crossing on U.S. 97, just south of Bend. In fact, ODOT is investing in two such under-crossings as part of a construction project to add two new northbound lanes to the busy highway in central Oregon.

Each year, ODOT records a dozen serious collisions with deer on that stretch of highway and many more unfortunate deer are found and removed from the side of the highway. Given this number of vehicle vs. deer collisions, ODOT designers teamed up with the Oregon Department of Fish and Wildlife and the U.S. Forest Service to devise a plan to keep drivers safe by diverting deer and elk from the highway.

Traffic Volume Doubles

Traffic volume on this stretch of U.S. 97 has more than doubled in the past ten years, from about 10,000 vehicles per day in the mid-1990s, to over 26,000 per day during the height of summer. Those motorists find themselves sharing the lanes with deer herds, migrating in the spring and fall. It's a losing proposition for both.

The result of the agency collaboration is a plan to build the two under-crossings and erect a four mile eight-foot tall fence on both sides of the highway. Biologists will make the under-crossings "deer friendly" by baiting the structures with salt,

Boosters to Fit the Child and the Vehicle

Quite frequently the Child Safety Seat Resource Center receives calls pertaining to child restraint selection. Parents and caregivers will ask if we have any recommendations, or which one is the best. Our answer always is, "The best child restraint is the one that fits the child and the vehicle properly." We often recommend that they go to a retail store where they can try installing the seat in their vehicle in the parking lot.

Safe Ride News recently compiled measurement information from booster seat manufacturers, and composed a summary chart. This chart is an excellent tool to help consumers find the right booster seat for their child and vehicle. Parents and caregivers should keep in mind:

- Before purchasing a booster consider ALL family vehicles in which the booster will be used.
- Know how to determine correct belt fit while using a booster seat and when the child is too big for a booster.
- Check the booster seat instructions to see if the vehicle seat may be slightly reclined or if it must be in the upright position at all times.

trees and shrubs to attract the animals with food sources and cover to help them feel isolated from the highway.



One of the under-crossings will be "animal only," for deer and the occasional elk that migrate across the highway. The other will be for cars and animals with the expectation that the deer will cross at dusk and dawn when few, if any, vehicles are in the area. The idea of mingling a vehicle crossing and a deer crossing is new, but has great potential.

More Opportunities for Animal Crossings

"If we can combine both human traffic and animal movement, then we can make more opportunities for animals to cross highways," said Forest Service Biologist Sandra Jacobson. "And if we can figure that out, we're making some major progress."

There's also a plan to install diversion devices at the on and off ramps to prevent access to wildlife where vehicles enter and exit the highway.

Funding for the entire highway project is about \$20 million, nearly \$12 million of which has been provided by the American Recovery and Reinvestment Act. About \$1.5 million has been set aside for the fencing, bridge building and re-vegetation of the under-crossings. U.S. Forest Service analysis shows that such an investment will return a cash equivalent of \$1.85 per \$1.00 spent in terms of reduced collisions and motorist injury. Saving lives, saving money: what a worthy effort!

- Consult manufacturer instructions regarding use of LATCH (lower attachments or the tether strap) to anchor the booster itself, if attachments are provided, or storage, if LATCH attachments are not being used.



- Know that weight limits on LATCH anchors do not apply when used for a belt-positioning booster as the seat belt bears the crash forces, not the anchors.
- ALWAYS secure an unoccupied booster seat either by buckling the seat belt across it or using the lower LATCH attachments as stated in the booster manufacturer instructions.

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North Bend CPS Technician Certification Course

A CPS Technician Class at the Mall? That's right! ACTS Oregon partnered with John Gibson State Farm Insurance and held a technician class at the Pony Village Mall in North Bend. The classroom was spacious and there was plenty of parking. Thank you to State Farm, John Gibson and the Pony Village Mall for making this class possible.

Congratulations to Oregon's newest CPS Technicians: Dana Sallee—**Ashland Fire and Rescue**, Susan Cabrera and Amy Maine—**Bay Area Hospital**, Melissa Van Pelt and Fabian Spencer—**Cay-Uma-Wa Head Start Program**, Tamara Bailey—**Clark County Fire & Rescue**, Dennis Knudson—**Depoe Bay Fire**, Whitney Mortenson and Dan Surina—**DHS Child Welfare Services**, Carrie Huff—**John Gibson State Farm**

Insurance, James Mason—**Josephine County Sheriff's Office**, Tiffany Crutchfield—**Oregon State Police**, Levi Easlon—**Port Orford Police**, Kim Trotter and Carlyn Wein—**Portland Adventist Medical Center**.



Welcome to Oregon's Instructor Team Clint Foley—**The Relief Nursery** in Eugene and Kevin Watt—**Medford Fire Department!** You both did an excellent job and were a pleasure to work with. Jeff Oliver—**Lake Oswego Police Department**, Scott Downing—**Medford Fire/Jackson County Sheriff's Office** and Sandy Holt—**ACTS Oregon** completed the instructor team. And as always, found the fun wherever it was to be had.

Oregon Statistics

What an amazing year. Oregon is posting a 13% decline, over 40 lives saved, when compared to last year. Last year we were 6% down from the year prior. The reduction in traffic fatalities also represents over 3,000 fewer injuries.

Oregon Daily Traffic Toll Report

Fatalities Through Midnight	10/20 2009	10/20 2008	** % Change
Total Deaths to Date	296	340	-13%
Pedestrians to Date	26	36	-28%
Deaths this Month	12	35	-66%
Pedestrians this Month	2	4	-50%
Fatalities Last 24 Hours	0	2	-100%

** If base year = "0", % change is not applicable (N/A)
If current year = "0" and base year is equal to or greater than "1", % change = "-100%"



Current Year data reported on this form is preliminary and subject to change pending cause of death determination or if death occurs after 30 days from date of crash. Prior year figures are final.

Source: ODOT/Transportation Data Section/Crash Analysis & Reporting Unit—*Fatals Desk 503-986-4253*
10/21/2009

Boosters to Fit the Child and the Vehicle

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Check seat belt fit with the booster when the child sits with buttocks against the booster or seat back:

- Lap belt should go across the top of the thighs, not up on the belly.
- Shoulder belt should cross the center of the shoulder and contact the body.
- Check these points as the child grows, to make sure the belt still fits well.

To fit the vehicle, a booster must:

- Always be used in a seating position with a lap-shoulder belt.
- Position the lap-shoulder belt correctly when child is seated.
- Not hang over the edge of the vehicle seat.
- Not rock or tilt due to contoured or uneven vehicle seats.
- Fit between the lap belt insertion points of that seating position.
- Fit with its back against the vehicle seatback.

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Teen Bicyclist's Head Run Over By SUV

Deputies Say Helmet Saved Salem Teen

November 6, 2009

SALEM, Ore.—Marion County deputies said a bike helmet saved the life of a teenage bicyclist whose head was run over by an SUV on Wednesday night. An SUV driven by 30-year-old Brandon Steinke was beginning to turn south onto Lancaster Driver from a Wendy's restaurant driveway when 18-year-old bicyclist Heather Wolff approached on the sidewalk, said Lt. Sheila Lorange in a sheriff's office news release.



Lorange said Wolff came to a sudden stop to avoid hitting the SUV and she went airborne over the handlebars. When she hit the ground, her head was run over by the rear tire of the SUV.

The helmet was crushed, but it prevented Wolff from suffering serious injuries, according to the sheriff's office.

Deputy Ron Chereghino said he considers Wolff lucky that she was not seriously injured. State law requires children under the age of 16 to wear a helmet when riding a bicycle, but deputies suggested all bicyclists wear a helmet. "It's just a helmet (but) it saved her life," said Sunny Singh, who witnessed the crash. "It's better to have a helmet when you ride a bicycle, so that's going to save your life." Wolff has been released from Salem Hospital.



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
12/03/09	Redmond	Fire Department	341 Dogwood Avenue	10:00 A.M. to 1:00 P.M.
12/05/09	Beaverton	City Hall	4755 SW Griffith Drive	9:30 A.M. to 12:30 P.M.
12/10/09	Ontario	Fire Department	444 NW 4th Street	4:00 P.M. to 6:00 P.M.
12/10/09	St. Helens	Fire Station	105 S 12th Street	4:00 P.M. to 6:00 P.M.
12/12/09	Albany	Fire Department Station #12	120 SE 34th Street	8:00 A.M. to 10:00 A.M.
12/12/09	Milwaukie	Clackamas County Fire District #1	2930 SE Oak Grove Boulevard	9:00 A.M. to 12:00 P.M.
12/16/09	Corvallis	Fire Department	400 NW Harrison Street	8:00 A.M. to 11:30 A.M.
12/17/09	Redmond	Fire Department	Call 541-504-5000 for Appointment	
12/17/09	Eugene	Fire Department	1725 SW 2nd Avenue	5:00 P.M. to 7:00 P.M.
12/19/09	Portland	Fire Department #23	2915 SE 13th Place	10:00 A.M. to 1:00 P.M.
12/19/09	Salem	Hospital	Corner of Mission & Capitol Street	11:00 A.M. to 3:00 P.M.
12/30/09	Forest Grove	Fire & Rescue	1919 Ash Street	3:00 P.M. to 5:00 P.M.

Training Opportunity

The 2010 Northwest Transportation Conference will be held in Corvallis February 9–11. The theme this year is “The Future of Transportation is Here” in recognition of the fact that events of the last two years have brought about a major shift nationally and within Oregon with regard to energy, climate change and transportation technology.

Visit <http://kiewit.oregonstate.edu/nwtc/> for agenda and registration information.

Boosters to Fit the Child and the Vehicle

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- Not obstruct access to other occupants’ seat belts.
- Be used with the vehicle seat in an upright position unless otherwise stated in the booster manufacturer instructions.

Other selection considerations:

- Inner width of the booster for the particular child—booster capacity for a child’s shoulders and hips varies considerably and growth must be taken into account.
- If the vehicle seatback is low, a few high-back booster models cannot be used when the child’s head (ears or center of head) is above the vehicle seatback, as the booster headrest may not provide adequate support.
- If three child restraints and/or boosters are to be installed on one bench seat, check the entire outer width of the booster.

To view the summary chart visit www.saferideneews.com, or www.actsoregon.org/boosterSeats.html.