



Badges, Buckles, Belts & Beyond

Published Quarterly for Virginia's Transportation Safety Community by the Smart, Safe & Sober Partnership

Va. Association of Chiefs of Police • Va. Sheriffs' Association • Va. State Police • Va. Dept. of Motor Vehicles • DRIVE SMART Virginia

Summer 2003
Safety Memo No. 12

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Back issues of the BBB&B Newsletter can be found at <http://www.smartsafeandsober.org>

Smart, Safe and Sober Headline News

Preliminary occupant protection rate reaches 77%

The Virginia Smart, Safe and Sober **Click It or Ticket Campaign** in May of 2003 proved to raise the occupant protection rate to a preliminary 77% as reported by law enforcement in early June. High visibility enforcement combined with an aggressive state and federal media campaign, increased Virginia's public awareness for the importance of wearing a safety belt.

The goal of the Mobilization's high visibility enforcement is to get people to buckle up, not to give tickets during the high visibility enforcement from May 19, to June 1, 2003. Over the past year, the largest increases in safety belt use were in states that actively conducted *Click It or Ticket* high-visibility enforcement campaigns. These successes helped to persuade Congress to take the unprec-

edented step of allocating millions in funding for the targeted advertising.

Armed for the first time with a \$25 million **national** advertising campaign, more than 12,000 law enforcement agencies in all 50 states, the District of Columbia, and Puerto Rico cracked down on non-belt users — especially teens and young adults — during the *Click It or Ticket/ Operation ABC* (America Buckles Up Children) *May 2003 Mobilization*, from May 19 to June 1, 2003.

Prior to the mobilization, the national rate was 75%, while Virginia's rate was trailing behind at 71%.

National advertisements played on several major television and radio networks, and 43 states ran ads during their

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May 2003 Citations Issued During Click It or Ticket Virginia

DWI/DUI	Open Container	Speeding	Reckless	Safety Belt	CSS	Other	Criminal	Pre-Survey	Post-Survey
690	34	17,612	5,940	2,785	553	19,299	1,664	70.0%	77.2%

15th ACTS brings 235 participants

The 15th **Annual Conference on Transportation Safety** was a huge success with over 230 traffic safety advocates in attendance. Governor Warner was the keynote speaker at the Opening Session on May 13 and demonstrated his commitment to traffic safety. Numerous break-out conference sessions provided interesting content for all. The Governor's Highway Safety Awards dinner allowed Virginia to recognize transportation safety initiatives in all modes. A crash of a brand new Mercedes-Benz at the Insurance Institute for Highway Safety was an exciting finale for all who attended!

SS&S trainings attended by over 200 law enforcement

Did you miss the **Smart, Safe and Sober training** held in March? Over 200 law enforcement officers attended one of the five regional trainings where participants got a black leather Click-it or Ticket pocket binder just for attending, along with DCJS credits! During the training, the CIOT message was unveiled

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Va. Study: Eyes on The Road

Rubbernecking riskier than using cell phone

By Matt McMillen

Special to The Washington Post
March 18, 2003; Page HE01

A new study of traffic accidents conducted on Virginia roads has found, unsurprisingly, that many car crashes are the result of driver distraction. But while cell phones are increasingly fingered as dangerous in-car distractions, the study, conducted by the Virginia Department of Motor Vehicles (DMV) and Virginia Commonwealth University (VCU), found that old-fashioned rubbernecking was the biggest single cause, accounting for 16 percent of distraction-related crashes.

Officer John Carney of the Fairfax County Police is not surprised that people gawking at an accident cause a lot of additional accidents themselves. "I've had as many as three accidents at one scene, at one intersection," says Carney. "Rubbernecking is the most dangerous distraction, in my experience."

Until now, though, there were no numbers to back up his observation.

The state, county, and municipal police officers who participated in the study reported nearly 2,800 crashes caused by distractions between June and November 2002. The common distractions included fatigue, daydreaming and adjusting the car stereo. The incident reports ranged from the mundane (children acting up in the back seat) to the exotic (one driver was distracted while being chased by his drug dealer). One accident was caused by a reporter reaching for a press pass.

Seeking Answers

In 2001, the most recent year for which statistics are available, there were 144,585 crashes in Virginia, according to DMV statistics. Thirteen percent of those crashes were caused by driver inattention, which, according to a VCU study published in December 2001, made it the top-ranked cause of all crashes and

the second-ranked cause of fatal crashes in Virginia.

But the DMV did not give police a way to report what the particular distractions were. Vince Burgess, the department's assistant commissioner for transportation safety, wanted to know — and he wanted Virginia drivers to know, too.

"By us talking [about specific distractions], the public will become more aware," he says. "It makes us all more aware of our behavior."

To get at the numbers, Burgess's office approached Robert Breitenbach, who directs VCU's Transportation Safety Training Center. Together, they developed the Distracted Driver Survey. Officers in all seven state police divisions, as well as officers in four selected counties and 14 cities (those counties and cities were chosen to yield a representative sample of the entire state), received the survey form in June of last year.

The survey required officers to identify the primary cause of distraction in any accident that they determined had been caused by inattention. "We wanted the meat and potatoes," says Breitenbach. "We wanted something that links back to the crash event."

The nearly 2,800 completed surveys ultimately provided that. Both Burgess and Breitenbach see the survey as a tool to help lawmakers draft traffic and safety policies. If, for example, the survey results had implicated cell phones or DVD players in an unusually high number of accidents, those results could have been used in efforts to regulate their use. But it turns out that cell phones didn't even make the top five on the list of offenders.

Behind rubbernecking (which the study defined as looking at accidents or other activity on the roads) were driver fatigue (12%), looking at scenery (10%), other passengers or children (9%) and adjusting the radio, cassette or CD player (7%).

Reading the newspaper, books, maps or other documents ranked 14th, causing less than 2 percent of the accidents in the study. In about 3 percent of the cases, the distraction was either unknown or not reported.

When broken down by location, the figures show fatigue was the top cause in rural areas; rubbernecking was No. 1 in urban areas.

However the causes are ranked, the data likely underestimate the number of accidents caused by distraction, says Jane Stutts, an associate director of the Highway Safety Research Center at UNC. In her study of national driver distraction statistics, she says, "we were looking at crash data collected in high-level investigations, and there was still a high percentage of unknowns." NHTSA, which supplied the data for Stutts's research, estimates that driver inattention is responsible for a quarter of all car crashes.

"How to ask questions at the scene is very important," she says. For an officer trying to determine what caused an accident, bags of food or spilled drinks are often giveaways, but "cell phones are small and you don't often see them."

For Carney, who did not participate in the study, sometimes questions aren't necessary. "A lot of it comes from basic honesty, basic human nature. If you cause an accident, your initial reaction is to say, 'I'm sorry. I didn't see you. I dropped my phone.'" Breitenbach says getting the best answers is a product of experience: "As a police officer, you learn to ask questions in a way that they [distracted drivers] have answered them before they knew what was asked," he says. "The officers did a good job" collecting data, he said. "There are thousands of vehicles," says Carney, "Some of them are bound to touch each other at some point."

For those on the road, his advice is simple: "Drive with your head." And not, presumably, with a rubber neck.

CIOT

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local programming. The ads targeted large audiences of teens and young adults — especially men — as this group is least likely to buckle up and most likely to die in a car crash.

More states are turning to the *Click It or Ticket* model during the Mobilizations because they are convinced that the *Click It or Ticket* message — combined with education through paid media and the efforts of law enforcement — makes a difference.

In addition, more law enforcement agencies are demonstrating their support for the Mobilizations. For example, a record 12,386 law enforcement agencies joined the November 2002 Mobilization, more than triple the 4,118 agencies that participated in the 1998 May Mobilization.

Training

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along with the new SS&S website (www.smartsafeandsober.org), a grants review, and information on Saved by the Belt and Bag and

the Law Enforcement Challenge. The Travelling Trophies were awarded and accepted by law enforcement agencies with much enthusiasm!



PHOTOS BY DON ALLEN, VACP

Frank Kowaleski, VACP Programs Director (right), leads one of the Smart, Safe & Sober Trainings held in March to gear up for the May Click It or Ticket Mobilization.

Over 200 members of the law enforcement community attended the five trainings.



Doug Stader, Staunton District CTSP Manager (left), presents the November Mobilization Travelling Trophy Award to the Fauquier County Sheriff's Office.

May Click It or Ticket Mobilization Travelling Trophy Winners

Congratulations to the following winners of the Travelling Trophy! These agencies submitted their Smart, Safe and Sober Travelling Trophy forms and mobilization data to their District Community Traffic Safety Program Coordinator on time and showed an increase in seat belt compliance and interaction with the community and media.

- Bristol District: **Montgomery County Sheriff's Office**
- Roanoke District: **Campbell County Sheriff's Office**
- Staunton District: **Fauquier County Sheriff's Office**
- Fairfax District: **Spotsylvania County Sheriff's Office**
- Portsmouth District: **Chesapeake Police Department**

- **MOST IMPROVED:** **Petersburg Police Department**



Secretary Mineta Unveils Bush Administration's Surface Transportation Reauthorization Proposal

Largest ever surface and public transportation commitment in U.S. history

U.S. Secretary of Transportation Norman Y. Mineta today unveiled the Bush Administration's six-year \$247 billion surface transportation reauthorization proposal. The Safe, Accountable, Flexible and Efficient Transportation Equity Act of 2003 (SAFETEA), serves as the largest surface and public transportation investment in U.S. history.

The Secretary said the Administration's proposal more than doubles funding for highway safety over levels provided by the Transportation Equity Act for the 21st Century (TEA-21) and serves as a framework for investments needed to maintain and grow the nation's vital transportation infrastructure.

"The proposal I have submitted to the Congress is more than a simple spending plan - it is a key blueprint for investment," said Secretary Mineta. "SAFETEA, when enacted by the Congress, will help ensure transportation projects are completed on budget and on time, while protecting the environment. More importantly, this proposal will further the Administration's commitment to dramatically reducing the number of highway injuries and fatalities. I look forward to working with the Congress to help pass this important legislation without delay."

The Secretary also said that SAFETEA, once enacted, would help modernize federal safety programs, create jobs and sustain economic growth, reduce congestion and minimize project delays, increase funding flexibility for states and localities, improve public transit efficiency and help protect the environment.

Citing the unacceptable costs of highway fatalities and injuries, 43,000 lives and \$230.6 billion annually, Secretary Mineta said that saving lives would be the number one priority for the department. The proposal would create a new

core-funding category dedicated to safety within the federal-aid highway program to increase visibility and funding beyond the current safety set-aside provisions. SAFETEA also creates a new safety belt incentive program to strongly encourage states to enact safety belt laws and achieve substantially higher safety belt usage rates. Secretary Mineta said that if safety belt use were to increase from 75 percent to 90 percent — an achievable goal — 4,000 lives would be saved each year.

Combining and expanding several safety programs into one consolidated grant program, the Administration's proposal also grants states broad new flexibility to transfer safety funds among the diverse safety programs administered by the department, provides increased funding for commercial vehicle safety and research programs, and expands and improves safety auditing of "New Entrant" motor carriers.

SAFETEA continues the funding guarantees of TEA-21 that linked highway funding with the receipts generated by transportation excise taxes; by redirecting to the Highway Account of the Highway Trust Fund, the 2.5 cents a gallon of the gasohol tax currently deposited in the General Fund; and dedicates an additional \$1 billion a year of Highway Trust Fund dollars over and above each year's estimated receipts into the Highway Trust Fund to improve highway infrastructure performance and maintenance.

SAFETEA would smooth out the wide annual swings in total highway program funding caused in part by TEA-21's Revenue Aligned Budget Authority (RABA) mechanism by modifying the RABA calculation so that annual funding level adjustments are less dependent on future anticipated receipts and more dependent on the levels of actual receipts. SAF-

ETEA also continues guaranteed funding for the portion of the transit program provided from the Highway Trust Fund and creates a new RABA mechanism for transit. SAFETEA also would establish a new pilot program under which states, working with the department to develop and meet specific system performance measures, could manage their core program funds as a block grant, excluding the Congestion Mitigation and Air Quality Improvement (CMAQ) and the Transportation Enhancements programs, as well as the new Infrastructure Performance and Maintenance Program.

SAFETEA would provide local transportation leaders with simpler, more flexible transportation funding options best suited to meet their needs by streamlining program requirements, especially for smaller grantees, and restructuring Federal Transit Administration (FTA) programs into three major areas: Urbanized Area Formula Grants, Major Capital Investments, and State-Administered Programs.

The Administration's proposal will help ensure that transportation projects are completed on budget and on time, while protecting the environment. SAFETEA would enhance the delivery of transportation projects and streamline the environmental review process by improving the linkage between the transportation planning and project development processes, strengthening the provisions of current law that establish time frames for resource agencies to conduct environmental reviews and make decisions on permits, and simplify the processing of Categorical Exclusion approvals. It would also provide for timely resolution of outstanding legal disputes by establishing a six-month statute of

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2003 Annual Conference on Transportation Safety Held in Charlottesville

Transportation safety advocates from across the state met during Virginia's 15th Annual Conference on Transportation Safety (ACTS) held May 13 and 14 at the Doubletree Hotel located in Charlottesville, Virginia. The conference theme was "Partnering for Success: Working Together to Save Lives."

"The ACTS conference brings Virginia's traffic safety community, policy makers and legislators together to review accomplishments and study new ways to reduce the number of crashes, fatalities and injuries on our highways," said former Department of Motor Vehicles Commissioner Ab Quillian. "National experts will present information on successful traffic safety and driver education programs that can make Virginia highways safer."

As the opening speaker, Governor Mark Warner presented the Governor's Transportation Safety Lifetime Achievement Awards to two people for their dedication to transportation safety – Ab Quillian and Delegate Jim Almand. Also, the Governor ceremonially signed Senate Bill 1093. This bill creates Highway Safety Corridors on designated highways in Virginia, with increased fines for speeding and other moving viola-

tions within those corridors. The law takes effect July 1, 2003.

Other speakers included Dr. Beth Baker, Regional Director of the National Highway Traffic Safety Administration, Region III, on national and regional safety initiatives; Dave McAllister of the Virginia Commonwealth University Transportation Training Center on Vehicle Black Boxes; speakers from the Virginia State Police, local law enforcement and the Virginia Department of Transportation on the highway, traffic and enforcement coordination last year during the Sniper incident; Dr. Barbara Freund of Old Dominion University on assessing executive driving functions in older adults; and high school youth on working together to save lives and to make

a difference in young driver attitudes and behaviors.

Individuals and organizations that have made contributions to transportation safety in Virginia were honored at an Awards Dinner as well (see article in this edition, page 8).

The ACTS Conference was sponsored by several state agencies, including the departments of Alcoholic Beverage Control, Education, Game and Inland Fisheries, Motor Vehicles, and Transportation. Other



ALL PHOTOS BY TREVOR WRAYTON, VDOT

Governor Mark Warner presents the 2003 Governor's Transportation Safety Lifetime Achievement Awards to Delegate Jim Almand (top) and former DMV Commissioner Ab Quillian.



sponsors include the American Automobile Association, the Commission on Virginia Alcohol Safety Action Program, DRIVE SMART Virginia, Mothers Against Drunk Driving, the Virginia State Police, and the Virginia Association of Chiefs of Police.

More than 300 people participated in ACTS, which provided educational sessions in topics ranging from college-age impaired driving to boating safety to road improvements.



Governor Warner ceremonially signs SB 1093 as leaders from the traffic safety community and members of YOVASO look on.



Governor Warner Signs Highway Safety Corridor Law

CHARLOTTESVILLE — Governor Mark R. Warner ceremonially signed SB 1093 on May 13, 2003 to create Highway Safety Corridors on certain highways in Virginia, with increased fines for speeding and other moving violations within such corridors. The Governor signed the legislation at Virginia's 15th Annual Conference on Transportation Safety in Charlottesville.

The new Highway Safety Corridor law, patroned by Senator John Edwards at the request of the Governor, requires the VDOT Commissioner, in consultation with the Department of Motor Vehicles and the Superintendent of State Police, to establish criteria for the designation and evaluation of highway safety corridors, to include a review of crash data, accident reports, type and volume of vehicle traffic, and engineering and traffic studies.

The VDOT Commissioner will hold a public hearing prior to the adoption of the criteria to be used for designating a highway safety corridor. VDOT will erect signs that designate highway safety corridors and the penalties for violations committed within the designated corridors. The fine for any moving violation in a designated highway safety corridor will be no more than \$500 for any

violation that is a traffic infraction and no less than \$200 for any violation that is a criminal offense.

The VDOT Commissioner will report, on an annual basis, statistical data related to benefits derived from the designation of such highway safety corridors. This information may be posted on the Virginia Department of Transportation's official website.

SB 1093 is part of Governor Warner's Transportation Safety package from the 2003 General Assembly session. Other legislation proposed by the Governor and adopted by the General Assembly includes measures to provide mandatory minimum fines for conviction of a motorist driving while intoxicated, close a loophole for younger drivers by adding an automatic seven-day administrative license suspension as a penalty when a person under the age of 21 operates a motor vehicle after consuming alcohol and has a blood alcohol concentration (BAC) of 0.02, and allow all localities to use laser speed determination devices in addition to radar guns.

Portions of I-81 in western Virginia are expected to meet the criteria for the enhanced penalties.



Traffic Safety Calendar

July

- 6/27 – 7/13 You Drink & Drive. You Lose. Mobilization
- 4 – 5 Operation CARE Mobilization
- 15 Project Monitoring Reports Due

August

- 10 – 13 VACP Annual Conference – Va. Beach
- 11 – 14 VASAP Super Conference – Richmond
- 12 – 14 Judicial Traffic Safety Conference – Va. Beach
- 24 – 27 Governor's Highway Safety Association Annual Meeting
- 29 – 9/1 Operation CARE Mobilization

September

- 7 – 13 Stop on Red Week
- 14 – 16 Virginia Sheriffs' Assoc. Conference – Va. Beach
- 14 – 19 Drive Safely Work Week

October

- 6 – 10 Walk to School Week
- 6 – 10 Drive Safely Work Week
- 7 Non-Profit Training — University of Richmond
- 10 Put the Brakes on Fatalities Day
- 15 Final Project Monitoring Reports Due
- 19 – 25 National School Bus Safety Week

Ford, safety officials announce new program for teen drivers

By Dee-Ann Durbin
Associated Press

WASHINGTON — Ford Motor Company and government highway safety officials are launching a new safety program aimed at teenage drivers, saying thousands are needlessly dying each year due to inexperience at the wheel.

Ford, the Governors Highway Safety Association, and the National Highway Traffic Safety Administration (NHTSA) announced the program Thursday. The group plans to send videos, teacher guides and other materials to every public high school in the nation.

The “Real World Driver” program also includes a website (www.realworlddriver.com) that offers teens prizes like movie tickets or pizza coupons for successfully completing a driving quiz.

The program, which will cost \$6 million over three years, fills a void in teen driving education, the group said. In a survey conducted as part of

the program’s development, only 11 percent of parents of teens said they were very satisfied with the amount of training resources available.

The survey also suggested that parents are underestimating the seriousness of teen crashes, the group said. Fifty-six percent believe — incorrectly — that drug or alcohol abuse is more of a threat to a teen’s life than traffic crashes.

The survey, conducted December 13-16, interviewed 360 parents of teens and had an error rate of 5.2 percentage points. The group said around 6,000 teens die each year in accidents, many of which could have been prevented.

“What Americans need to realize is that little by little, we’re killing off our future,” said Kathryn Swanson, chairwoman of the Governors Highway Safety Association and director of traffic safety programs in Minnesota.

The new program focuses on four skills teen drivers must master: hazard recognition, vehicle handling, space management and

speed management.

Space management means maintaining a safe distance from other vehicles. Hazard recognition includes anticipating difficult driving situations and handling them successfully, such as left-hand turns.

Swanson praised the program, saying it is heavy on information but not preachy. She also said she likes its emphasis on teaching teens to anticipate problems.

“It makes them better prepared for dealing with a tragedy if it does happen,” Swanson said. “The bad things happen in the blink of an eye, so you’ve got to have a framework developed to deal with it.”

In addition to the new program, Ford, the Governors Highway Safety Association, and NHTSA stressed that they all support graduated driver’s licensing programs, which give teens more privileges as they get more experience driving. At least 38 states have some form of three-part, graduated license programs.

SAFETEA

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limitations for appeals on the adequacy of projects’ environmental impact statements and other environmental documents.

In all, environmental programs total \$58.7 billion, one quarter of the \$247 billion SAFETEA proposal. SAFETEA would protect and enhance the environment by revising the CMAQ program, which it funds at \$8.8 billion compared to \$8.1 billion for TEA-21, to better address the new air quality standards; revise the High Occupancy Vehicle (HOV) lane provisions to encourage the use of cleaner and more fuel-efficient vehicles; encourage the active consideration and implementation of context-sensitive design principles and practices in all federally aided

transportation projects; and establish a new Transportation, Energy, and Environment program to carry out a multi-modal energy and climate change research program.

SAFETEA also increases freight efficiency by establishing a National Highway System (NHS) set-aside to fund highway connections between the NHS and intermodal freight facilities. It would also continue the Transportation Infrastructure Finance and Innovation Act (TIFIA) program, lower the program’s project threshold from \$100 million to \$50 million, and expand it by allowing rail freight projects to qualify for credit assistance. SAFETEA also would create a new category of tax-exempt private activity bonds

to finance highway projects and freight transfer facilities.

SAFETEA would strengthen stewardship of federal funds without treading on state prerogatives or creating red tape by requiring that project management plans and annual financial plans be submitted for all federal-aid projects costing \$1 billion or more. The proposal would also require that annual financial plans be prepared for all projects receiving \$100 million or more in federal-aid funds, and would establish minimum cost-estimating standards in order to provide more reliable and consistent project cost expectations.

A copy of the Administration’s proposal is available at <http://www.fhwa.dot.gov/reauthorization/>

2003 Governor's Transportation Safety Awards Announced

RICHMOND, Va. — The Governor's Transportation Safety Board recently honored 16 individuals and organizations for outstanding contributions to transportation safety in Virginia. The Governor's Transportation Safety Awards were established by the Safety Board in 1993 to recognize exemplary accomplishments by individuals, state and local governments, federal agencies, the military and organizations that promote transportation safety.

"Transportation safety is literally a matter of life and death, and I am impressed by the dedication these individuals and groups have shown in keeping us safe," said Governor Mark R. Warner. "Virginia is recognizing some great projects — from the VDOT researcher whose redesign of the rumble strip has been adopted by 46 other states — to a series of efforts to save lives in our skies, in watercraft, and on our rails."

The Safety Board advises the

Governor, Secretary of Transportation and the Commissioner of the Department of Motor Vehicles on transportation safety issues. Also, the Board helps identify elements of a comprehensive safety program for all modes of transportation in Virginia.

The Safety Board announced the winners of the 2003 transportation safety awards recently at the Annual Conference on Transportation Safety (ACTS).

All photos by Trevor Wrayton, VDOT

Lifetime Safety Achievement Award — The Honorable James F. Almand, Arlington. Since entering the General Assembly in 1978, Delegate Almand has strongly supported transportation safety legislation. During his tenure he was responsible for several major DUI and safety initiatives. He also served as chief co-patron for the 2003 Primary Seat Belt legislation. Currently, Delegate Almand is chairman of the Commission on VASAP (Virginia Alcohol Safety Action Program). Under his leadership, VASAP has grown into the strongest DUI countermeasure system in the nation.

Lifetime Safety Achievement Award — Asbury "Ab" Quillian, Richmond. Mr. Quillian, former Commissioner of the Virginia Department of Motor Vehicles, is a proven leader in the field of transportation safety. During the past two decades, he continued to maintain the agency's focus on safety by integrating motor carrier safety into DMV's mission. From 1995 to 2001, Mr. Quillian helped implement the Trucking Task Force and Omnibus Bill, Commercial Vehicle Information System Network (CVISN), Virginia's Truck Weighing Program and electronic screening of motor carrier vehicles. Each of these programs represents a milestone in increasing motor carrier compliance and reducing the number of unsafe drivers and vehicles traveling through Virginia.

Aviation Safety Award — Steve Calabro, Chesterfield County Airport, Richmond. Mr. Calabro, Director of the Chesterfield County Airport, has gone to great lengths to ensure that his airport — a "reliever" for Richmond International Airport — is safe. He instituted a new security plan that affects approximately 116 aircraft based at the airport as well as tens of thousands of people that live in and around Chesterfield County. All employees now wear uniforms and identification badges, hangar and fencing inspections are conducted on a routine basis, and magnetic card-controlled gates have been installed at entrances.



General Traffic Safety Award — Chung Chen, Richmond. For more than 10 years, Mr. Chen researched the effectiveness of rumble strips in reducing run-off-the-road crashes. He proved that milled rumble strips, as opposed to the more popular rolled rumble strips, were more effective — they were three times louder and created twelve times as much vibration. As a direct result of his research, milled rumble strips have been installed on nearly 2,000 miles of interstate highway in Virginia and they have helped reduce run-off-the-road crashes in the state by more than 51 percent. This translates to one life saved and 22 crashes avoided for every 17 miles of milled strips. Mr. Chen's recommendations have been adopted by 46 other state DOTs and his research has been recognized by the Federal Highway Administration. As a result, VDOT was honored with a National Highway Safety Award from FHWA in 2001.

Impaired Driving Award — E. C. Glass High School's Alcohol Awareness Week, Lynchburg. E.C. Glass High School's first *Alcohol Awareness Week* began with a surprise mock crash in the student parking lot. The event — planned and implemented by two student government officers — was designed to create awareness about the seriousness of underage drinking and driving. As students left school for the day, a rescue squad worked frantically to recover the victims from the crash and took them away in an ambulance. At the same time, the arresting officer walked the drunk driver through DUI tests and placed him under arrest. The week culminated with students trying on "Fatal Vision Goggles", which simulate drunkenness, and attempting to perform simple tasks for officers.



Law Enforcement Award — First Sergeant Joe Rader, Staunton. Sgt. Rader designed *Project Alliance* to address his growing concern of crash-related deaths in Augusta County. He edited and published 22 community traffic newsletters focusing on both mature drivers and teen drivers. Issues were e-mailed to all local high schools, school officials and driving instructors. Printed copies were placed at convenience stores and rest areas. Sgt. Rader also utilized television, radio and newspapers along with safety presentations and child safety seat checks to get his message out. As a result of his work, teen-related crashes decreased five percent, interstate fatalities decreased 33 percent and overall fatalities decreased 14 percent.

Legal Award — L. B. Chandler, Jr., Charlottesville. Mr. Chandler implemented *A Safe Ride Home*, a program that runs from December 20 through New Year's Day, to provide free rides home to anyone who has been drinking alcohol during the holiday season. Anyone needing a ride can call Yellow Cab of Charlottesville and the fare will be paid within a 10-mile radius of the city. Chandler attributes much of the success of *A Safe Ride Home* to community involvement. With the help of cab companies, local businesses, media and local law enforcement officers, the program has provided more than 12,000 safe rides home, thus lowering the number of drunk drivers on the road.



Media Award — WSLN News Channel 10, Roanoke. WSLN Channel 10 became concerned about the number of traffic crashes claiming young lives and decided to utilize its resources to address the problem. As co-sponsor of an event called *Speaking Out and Saving Lives: A Community Meeting*, station members met with more than 100 teens, concerned citizens, law enforcement officers and members of the Blue Ridge Transportation Board to discuss teen traffic safety and the lack of safety belt usage among teen drivers. Also, WSLN aired a story focusing on the issue and ran radio spots encouraging the public to watch their coverage of the problem. The station followed up with a segment about the community meeting and provided coverage on a local story about an unbelted student who lost her life in a crash.

Awards

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Motorcycle Safety Award — Mark McFaddin, Cal-lands. Mr. McFaddin, motorcycle safety program coordinator at Danville Community College, has increased the number of motorcycle safety classes being taught at the school and has more than doubled enrollment. In addition, he is a certified instructor for the Sidecar/Trike Course and has been instrumental in developing the three-wheeled training program in the Danville/Lynchburg area. Through his efforts, this program has resulted in the Motorcycle Safety League of Virginia adding a second mobile sidecar unit to handle the number of classes in that area.

Motor Carrier Safety Award — E. V. Williams, Inc., Virginia Beach. Highway contractor E. V. Williams, Inc. established the *Escort Driver Certification Training Program* to make moving oversized loads safer and more efficient. The program has three components: to provide a single source for distribution of *Escort Driver* manuals to hauling companies; create a computer-based training module that guides trainees through the manual; and provide classroom and training facilities. The company also opened its doors to drivers from other companies to improve safety for all. Of the 60 candidates who made use of the program, 58 passed the *Escort Driver* certification exam on the first try.



Occupant Protection Safety Award — New Kent County High School Safety Belt Policy, New Kent. As a result of complaints from citizens and school bus drivers about poor student driving behavior and lack of safety belt usage, the New Kent County High School implemented its safety belt policy. Personnel from the New Kent County Sheriff's Office observed a 50 percent safety belt usage rate among high school students; their goal was to raise it to 75 percent. The policy, approved by the county school board, has a four-tier penalty system that ranges from a written warning to permanent loss of parking privileges. Since this policy was implemented, the safety belt use rate has increased to 98 percent.

Pedestrian/Bicycle Safety Award — Alleghany Highlands Bike Rodeo, Clifton Forge. The 6th annual Alleghany Highlands Bike Rodeo was held on May 4, 2002, attracting more than 300 local children ages 5 to 14. The Bike Rodeo includes a bike safety lecture given by local bike patrol officers; bike safety inspections; and a children's obstacle course that teaches awareness of motor vehicle traffic and other hazards. Local law enforcement officers help raise funds to make this successful event possible.



Public Transportation Safety Award — Virginia Railway Express, Alexandria. Virginia Railway Express (VRE) recognized that 40 percent of all medical incidents that occur on board commuter rail systems are cardiac-related. As a result, VRE became the first railroad in the country to implement Automatic External Defibrillators (AEDs) on trains. AEDs are small, portable, user-friendly devices that analyze heart rhythm, and if necessary, deliver a shock to restore an effective heartbeat. Every engineer, conductor and assistant conductor has received at least eight hours of training in the use of the equipment as well as CPR training. VRE also provides brochures that describe symptoms of sudden cardiac arrest inside railcars that instruct passengers to notify a crew member if someone near them needs help.



Pupil Transportation Safety Award — Operation Safe Stop Program, Franklin County. Captain Billy Overton and Mr. Steve Okes created *Operation Safe Stop* to make the public aware of three main safety problems children face while riding in school buses in Franklin County: driver inattention, motorists passing school buses and “near miss” crashes. The program incorporates high-visibility enforcement of school bus safety laws and education to help solve the problem.

Rail Safety Award — Donnie L. Nauman, Roanoke. Mr. Nauman, a locomotive engineer for Norfolk Southern, is dedicated to promoting safety and preventing injuries on the job. As such, he created a concept called *Safety Ranger*, allowing employees to work individually and collectively to heighten awareness of injury prevention. His concept quickly spread among Norfolk Southern employees in Virginia — more than 25,000 employees have been exposed to his program.



Water Safety — William A. Burket, Virginia Beach. Mr. Burket, a captain for the Virginia Beach Fire Department, was instrumental in establishing the Maritime Incident Response Team (MIRT). MIRT’s purpose is to assist local fire department commanders, ship vessel masters and the U. S. Coast Guard in fighting fires and hazardous material incidents aboard ships and shore side facilities. MIRT not only provides emergency response and training for personnel for the entire Port of Hampton Roads, they respond to incidents in the waters of the Commonwealth as well as off the Virginia coast to assist vessels with fire and HAZMAT incidents.

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Submit Data

Welcome to **SmartSafeandSober.org** – the new home of Virginia's Smart, Safe & Sober Partnership!

Checkpoint Strikeforce Impaired Driving Summit
 Dates: June 11 – 13, 2003
 Location: Fredericksburg, VA

Regional DUI/DUID Conference
 Date: June 23, 2003 — 8:00 a.m. – 5:00 p.m.
 Location: Wythe-Bland Conference Center — Wytheville, VA

This training will be limited to the first 70 registered members of the law enforcement community. **Partial in-service credit will be received for attendance.** This is a kickoff for our Smart, Safe & Sober Campaign, "YOU DRINK AND DRIVE. YOU LOSE". **There is no charge for the class.**

This is a REGIONAL training for the counties of: **Bland, Giles, Pulaski, Carroll, Grayson, Tazewell, Smith and Wythe.**

▶ [Detailed Information & Registration Form](#) (Word document – 116 KB)
 ▶ [Detailed Information & Registration Form](#) (Acrobat PDF – 228 KB)

Operation Kids Child Safety Seat Training Classes
 Dates: July 16th & 17th
 Location: Strasburg, VA (Classes to be held at the Strasburg PD)

The class is limited to 12 students. Please contact **Mechelle Hulihan, Strasburg PD**, at (540) 465-5230 to register.

In the coming months, information and resources will be added to the site to assist you in promoting traffic safety in Virginia. Soon you will be able to submit and view data collected from seat belt surveys and checkpoints.

Please check back frequently as this site is constantly being updated. If you have any comments or suggestions, please [email the webmaster](mailto:webmaster).

Last Modified: June 9, 2003

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 E-mail the Webmaster

www.SmartSafeandSober.org

The new website for Virginia's traffic safety community!

- Find information about Virginia's traffic safety **programs** — Click It or Ticket, Checkpoint Strikeforce, Smooth Operator, Border to Border, and more!
- Download **forms** for collecting mobilization data, nominating for award programs, applying for grants, and making handouts for the community!
- Find **resources** such as press release templates, links to websites, and graphics.
- Catch up on traffic safety **news** and download back issues of the BBB&B Newsletter.
- Find **contact** information for the Smart, Safe & Sober partners, WRAP, VCU, & YOVASO.
- **Submit your mobilization data** and view data collected by other agencies (COMING SOON!)

Don't forget to send information, suggestions, and corrections for the site to webmaster@vachiefs.org!

Make the Brake

By Sergeant Bud Dulaney

Traffic Unit, Prince William County Police Department

The Prince William County Police Department initiated a new program in March of 2002 called "Make the Brake." The initial intent of the program was to emphasize safe driving by young motorists (and their passengers) from Spring Break to Summer Break (a time period traditionally associated with youth-related crashes and dangerous driving behavior).

Under the initiative, officers focus on several of the significant violations which endanger young drivers, their passengers, and others (speeding/reckless driving, occupant protection, and too many passengers in violation of recent changes under Virginia licensing laws referred to as occupancy restrictions).

For the purposes of the program, officers set up a number of checking details on primary egress and "cut-thru" routes from County high schools, especially those for which the Police Department has received repeated complaints from residents concerning students speeding and driving recklessly after school lets out in the afternoon. These locations would provide the opportunity for officers to interact with the greatest number of younger drivers and their passengers in as concentrated a time period as possible.

On several dates prior to Spring Break, officers met for a briefing (to review the intent of the program and applicable laws) and then deployed into neighborhoods and primary streets around various high schools. To help set the tone, the first briefing for the program took place at the informal roadside memorial where a 16-year-old passenger had recently been killed in a crash caused by the teenage driver of the car he was riding in. The officers set up a number of small (1-4 officers each) checking details for 1-1½ hours to cover a period prior to and then after the afternoon dismissal times from the schools.

The primary intent of these details was to check for both occupant protection offenses as well as violations related to occupancy restrictions (too many passengers for drivers under the age of 18). Since both are secondary enforcement offenses, officers were only able to issue warnings unless a primary violation was also detected. In addition to looking for obvious offenses, each checking detail included at least one officer who was assigned to measure the approach of all vehicles with either RADAR or LIDAR for speeding violations.

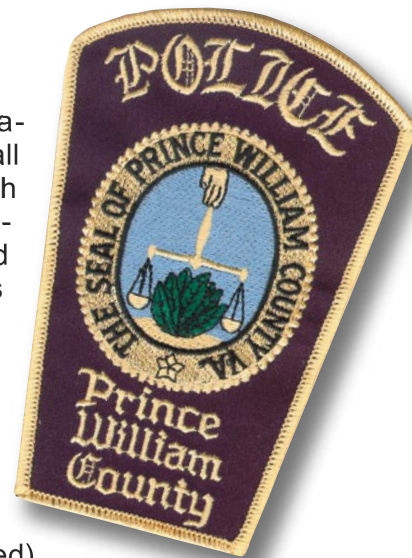
Since this Department practices a moderate approach to enforcement actions against juveniles, officers had discretion in issuing warnings or sum-

monses for minor violations although almost all serious offenses such as speeding, occupant protection, and occupancy restrictions resulted in charges being placed (again, as long as the secondary violation occurred in conjunction with a primary offense for which a traffic stop would be justified).

It should be noted that the intent of this program was to obtain voluntary compliance on the part of the younger drivers and their passengers so officers were directed during the briefing to avoid "stacking" charges when dealing with multiple violations. Along with issuing warning or summonses, officers also took the time to inform younger motorists of the additional administrative and judicial sanctions against their driving privileges which result from being convicted for certain violations (moving offenses and those associated with occupancy protection and occupancy restrictions).

This initiative not only focused on younger drivers, but also any motorist who was found to be in violation of traffic laws at the checking details. This was considered important since adult drivers can exert a great deal of influence on both young passengers and motorists (regarding the wearing of safety belts and overall driving behaviors). The Department also wanted to avoid the perception of a lack of impartiality which could lead to accusations of "profiling" younger drivers. It was essential to provide adequate notice to young motorists, their potential passengers, and families through a media release prior to the program being commenced. School administrators and students were also made aware of the upcoming campaign with the same information channeled through the Department's "School Resource Officers" assigned to each high school.

In an effort to make a more-lasting impression and thus help ensure safer driving throughout the year, the Police Department expanded the program to include the time period immediately after the start of the new school year in September. With the influx of new driving-age students (some freshmen and most sophomores), and increased role-of-influence which rising juniors and seniors will assume, this time period allowed a significant opportunity for the community to



See [BRAKE](#), page 15

2003 General Assembly Session Update

HB1461 Delegate Wardrup

Visually impaired motorists. Allows certain state agencies to provide appropriate law-enforcement agencies with information regarding blind or otherwise visually impaired persons who continue to operate motor vehicles.

03/16/03 G Approved by Governor-Chapter 301 (effective 7/1/03)

HB1480 Delegate Cox

Secondary warning lights. Authorizes fire apparatus, government-owned vehicles operated on official business by a local fire chief or other local fire official, and rescue squad vehicles, ambulances, or any other emergency medical vehicles to be equipped with alternating, blinking, or flashing red or red and white secondary warning lights mounted inside the vehicle's taillights or marker lights.

03/16/03 G Approved by Governor-Chapter 115 (effective 7/1/03)

HB1553 Delegate Hargrove

(SB 1112 is a companion bill.)

Bicycles. Revises the definition of "bicycle" in Title 46.2 and adds other related definitions. Clarifies how bicycles are to be ridden on highways.

03/16/03 G Approved by Governor-Chapter 29 (effective 7/1/03)

HB1702 Delegate Purkey

Penalty for driving while intoxicated (DUI). Imposes minimum fines of \$500, \$1,000 and \$2,500 for first, second and third offense DUI convictions, respectively. Also mandates permanent revocation of privilege to drive upon third conviction.

03/18/03 G Approved by Governor-Chapter 591 (effective 7/1/03)

HB1786 Delegate Kilgore

Provisional drivers' licenses. Specifies that a violation of the curfew or passenger restrictions of a provisional driver's license is a traffic infraction and that for a second or subsequent violation the court may suspend the juvenile's privilege to drive for up to 6 months. Provisional drivers' licenses are initial licenses issued to persons less than 18 years of age and the drivers are restricted in the number of child passengers they may carry and the hours during which they may drive. This bill was recommended by the Committee on District Courts

03/16/03 G Approved by Governor-Chapter 308 (effective 7/1/03)

HB1902 Delegate Stump

All-terrain vehicles. Allows all-terrain vehicles from all-terrain vehicle clubs to travel on specific areas of the public highways in Buchanan County under limited conditions.

03/16/03 G Approved by Governor-Chapter 313 (effective 7/1/03)

HB2257 Delegate Watts

Driver's licenses for persons less than 18 years old. Limits the number of less-than-18-year-old passengers allowed in a vehicle operated by a driver less than 18 years old to 1 for the first year of licensure, and thereafter 3 until the driver turns 18.

03/16/03 G Approved by Governor-Chapter 323 (effective 7/1/03)

HB2324 Delegate Albo

Drivers' license suspension; underage drinking and driving. Adds an automatic 7 day administrative license suspension as a penalty when a person under the age of 21 operates a motor vehicle after consuming alcohol and has a blood alcohol concentration (BAC) of 0.02. This makes the BAC for the 7-day administrative drivers' license suspension for persons under 21 consistent with the violation for driving after consuming alcohol underage, which is 0.02.

03/18/03 G Approved by Governor-Chapter 605 (effective 7/1/03)

HB2404 Delegate Oder

Driver education. Provides for teaching the behind-the-wheel portion of driver education in home schools.

03/24/03 G Approved by Governor-Chapter 951 (effective 7/1/03)

HB2674 Delegate May

Driver's license expirations. Provides that driver's licenses will expire on the applicant's birthday, rather than on the last day of the month in which he was born.

03/16/03 G Approved by Governor-Chapter 333 (effective 7/1/03)

HB2745 Delegate Marshall, D.W.

Hearing or speech impaired drivers. Permits drivers with hearing or speech impairments to request such a designation be placed on their driver's license.

03/16/03 G Approved by Governor-Chapter 335 (effective 7/1/03)

SB1019 Senator Mims

Driving while intoxicated; penalty. Provides mandatory, minimum fines for conviction of driving while intoxicated. For a first offense, \$250; for a second offense, \$500, and for a third or subsequent offense, \$1,000.

03/24/03 G Approved by Governor-Chapter 573 (effective 7/1/03)

SB1093 Senator Edwards

Highway safety corridors. Provides for the designation of primary and interstate highways as highway safety corridors. The minimum penalty for motor vehicle offenses committed in these corridors would be double the maximum fine established for the offense, but in no event less than \$250.

03/22/03 G Approved by Governor-Chapter 877 (effective 7/1/03)

SB1190 Senator Wagner

Youthful drivers. Allows persons under 18 whose driver's licenses have been suspended for a second moving violation to obtain restricted licenses to drive to and from work if there is no other means of transportation by which they can travel to and from work.

03/20/03 G Approved by Governor-Chapter 771 (effective 7/1/03)

SB1302 Senator Reynolds

DUI; restricted license. Makes retroactive a provision enacted during the 2002 General Assembly which provided that the court that convicted a person of DUI has continuing jurisdiction over the person during any period of license revocation resulting from that conviction, for the purposes of referring the person to a certified alcohol safety action program and providing a restricted permit whether or not it took either such action at the time of the conviction. The bill also gives the court the authority to impose terms and conditions if it issues a restricted license or requires participation in VASAP.

03/16/03 G Approved by Governor-Chapter 290 (effective 7/1/03)

On the Web:

LIS: Legislative Information System — <http://leg1.state.va.us>

Bill tracking, the *Code of Virginia*, General Assembly members, committees, and more.

Va. Assn. of Chiefs of Police — www.vachiefs.org
VACP legislative priorities, updates, and the IACP Capitol Report.

Brake

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“set the tone” throughout the year (and into the next Summer Break) in regard to safe driving by young motorists.

Although this program was conceived and implemented in a fairly brief period of time, the overall response from the community has been very positive. Along with media coverage (mostly television segments), the Police Department received telephone calls from school administrators, parents, and even driver education specialists who wished to convey their support for the effort. Officers were even thanked by drivers (adult and juvenile) while conducting the checking details. In the future, we hope to improve the educational component by including posters, written materials, and presentations. The success of the program could also possibly be enhanced by gaining input early in the school year from student-lead focus groups to identify better ways in which the Police Department and community can reach out to younger drivers, their passengers, families, and school staffs (possibly helping with the development of the above educational component).

Along with the above after-school effort, the Department (under separate funding) has also conducted various patrols of two primary non-Interstate highways located within the County which reportedly have been used for racing and other dangerous driving by younger drivers. Since January 25th, these patrols were conducted over 10 weekends during the evening hours. Officers used both marked cruisers as well as unconventional enforcement vehicles (unmarked sports-type cars) to concentrate on speeding and racing violations. During these special patrols, officers issued 181 summonses for speeding, 36 for reckless driving (including 4 for racing), and 18 for other charges. Three notable incidents included the apprehension of three drivers, 16, 17, and 18 years of age, who were traveling at 101, 104, and 110 mph in that order. This effort has gone hand-in-glove with the first described initiative and hopefully both will result in the increased safety of our community's young motorists, their passengers, and the general public.

If additional information is needed, please contact Sergeant Bud Dulaney with the Police Department's Traffic Unit at (703) 792-7283.

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