

Smart, Safe & Sober



NEWSLETTER

SPRING 2007

www.smartsafeandsobers.org

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Smart, Safe & Sober

NEWSLETTER

The *Smart, Safe & Sober Newsletter* (formerly known as *Badges, Buckles, Belts & Beyond*) is published quarterly for Virginia's transportation safety community by the Smart, Safe & Sober Partnership.

The Smart, Safe & Sober Partnership is comprised of the Virginia Association of Chiefs of Police, the Virginia Department of Motor Vehicles, the Virginia State Police, the Virginia Sheriffs' Association, and DRIVE SMART Virginia.

SUBMISSIONS

Submissions for the *Smart, Safe & Sober Newsletter* should be sent to:

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Quarterly deadlines for submissions are as follows:

Spring Quarter — February 28
Summer Quarter — May 31
Fall Quarter — August 31
Winter Quarter — November 30

PREVIOUS ISSUES

Back issues of the newsletter can be found at www.smartsafeandsober.org/news. Click on "SS&S Newsletter" on the left.

ADDRESS CORRECTIONS

Contact Erin Schrad, VACP Communications Manager (see above) with any address corrections or mailing list changes.

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Virginia Beach Police Department

Sheriff Wakie Howard, Co-Chair
New Kent County Sheriff's Office

Sheriff James Agnew
Goochland County Sheriff's Office

Colonel James Bryant
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Summer Driving Safety: Five Years From Now...

by Joel Bolton, Project Manager

Gulf States Regional Center for Public Safety Innovation

The summer of 2007 will bring a familiar pattern to our nation's roadways, and a familiar set of circumstances for American law enforcement. Longer trips will be commonplace as families embark on long-awaited vacations to see family and friends, or just view the wonderful sights of the nation we call home.

Responsible families will make sure their vehicle is in safe operating condition, and ready for the trip. Every member of the family will be wearing safety belts each time the car is in motion. Behind the wheel, the driver will be rested and sober.

Many of the miles driven by these families will be on well-marked roadways with clear zones to allow forgiveness for some driving errors, roadways where signposts are designed to break away, and guard rails crush in a safe manner. They will be driving vehicles with decades of safety improvements, like collapsible steering columns, recessed control knobs, anti-lock brakes, air-bags, and frames designed to dissipate the energy of a crash.

The nation's enforcement community will be trained and ready, with ticket book in hand, to detect that small percentage that still fails to buckle up. They will be alert for the visual cues of the impaired driver, ready to remove those dangers from the roadway, and will monitor speed on our streets and highways, and take appropriate action against aggressive drivers.

Police officers, deputies, and troopers will, however, investigate crashes in which a driver impaired by alcohol, fatigue, or simple distraction caused serious injury and death. They will be at the scene of crashes where injury could have been reduced significantly — or eliminated altogether — by the combination of properly worn seat belts and air bags. Investigators will determine that in many of those incidents, the driver entered a turn too fast or over-reacted to an emergency situation leading to the crash.

Question: What will be different in the summer of 2012?

Answer: Federal Motor Vehicle Safety Standard 126.

The National Highway Traffic Safety Administration (NHTSA) recently announced a final rule-making that requires Electronic Stability Control (ESC) on all vehicles under 10,000 pounds by the 2012 model year. (See page 15.)

Electronic Stability Control helps the driver maintain control of the vehicle during critical situations by using computer-controlled braking of individual wheels. Designed to help drivers avoid crashes, it works to allow the vehicle to stop more quickly or, to automatically assist the driver in controlling a maneuver around a suddenly emerging roadway obstacle. An enhancement of anti-lock braking systems, ESC helps correct panic inputs by a driver and works to keep the vehicle under control.

How ESC Works

According to the Insurance Institute for Highway Safety, "Anti-

lock brakes have speed sensors and independent braking capability. ESC adds sensors that continuously monitor how well a vehicle is responding to a driver's steering wheel input. These sensors can detect when a driver is about to lose control because the vehicle is straying from the intended line of travel — a problem that usually occurs in high-speed maneuvers or on slippery roads. In these circumstances, ESC brakes individual wheels automatically to keep the vehicle under control.

"When a driver makes a sudden emergency maneuver or, for example, enters a curve too fast, the vehicle may spin out of control. Then ESC's automatic braking is applied and, in some cases, the throttle is reduced to help keep the vehicle under control.

"ESC is a rapidly maturing technology that national and international studies indicate will save lives. When U.S. Transportation Secretary Mary Peters and NHTSA Administrator Nicole Nason announced the final rule, Nason said, 'ESC works, it will save lives, and it can give American drivers and passengers the peace of mind that comes from knowing their vehicles have some of the most technologically advanced safety equipment available.'"

The agency estimates that once all vehicles on the road are equipped with this technology, as many as 9,600 lives will be saved each year and up to 238,000 injuries will be prevented. NHTSA estimates single vehicle passenger car crashes will be reduced by 34 percent, and single vehicle SUV crashes could be impacted with a reduction of up to 59 percent. A significant drop in rollover crashes is also foreseen.

Already standard equipment or an option on more than 150 vehicle models, ESC is currently known by different names including Dynamic Stability Control, Vehicle Dynamic Control, Stabilitrak, Advancetrac, and others. Many manufacturers expect to beat the NHTSA requirement and have availability of the system across their fleet by the end of the decade.

The future holds many more enhancements for vehicle safety through creative use of technology. Crash avoidance systems such as lane departure warning systems and adaptive cruise control are already here.

So what summer driving safety look like five years from now?

Engineers will still be looking for new and better ways to make vehicles and driving foolproof; a few drivers will still be doing foolish things to endanger themselves and other roadway users; and law enforcement will still be doing their part by locating and citing those offenders. The difference will be that technology has continued to improve both vehicle safety and police work. Smarter vehicles and roadways will have reduced crash and injury rates, and today's officers will have to explain what "Press hard, five copies" means as they reminisce to rookies about the old days when they used pen and paper to issue a citation!

Joel Bolton is a retired lieutenant from the Lake Charles, Louisiana Police Department and was the 2006 recipient of the IACP's J. Stannard Baker Award for Highway Safety.

Major Changes in Effect for Virginia's Traffic Safety Laws

The following traffic safety-related bills were adopted by the 2007 General Assembly and signed by the Governor in March. The changes they make to Virginia law go into effect July 1, 2007.

House Bill 1778 (Cosgrove) / Senate Bill 829 (Devolites-Davis), the "photored" bill, which gives localities the option of installing photo-monitoring systems to enforce traffic light signals. Counties and cities will be allowed to set up red-light cameras at one intersection for every 10,000 residents.

"This legislation allows local law enforcement to determine if, and where, cameras might help improve highway safety," Governor Kaine said. "The research indicates this enforcement tool will help increase traffic flow, reduce accidents, and save lives."

(NOTE: The Governor added an amendment to the bill that was later accepted by the General Assembly. The amendment changed the language of the bill to say that "within planning District 8, each study locality may install and operate traffic light signal photo-monitoring systems at no more than 10 intersections, or at no more than one intersection for every 10,000 residents within each county, city, or town, whichever is greater, at any one time." This will allow small localities that had photo red before — such as Falls Church and Vienna — to have more than one or two cameras.)

Senate Bill 1039 (O'Brien), which prohibits the use of a cellular phone or other wireless device while driving by those with a provisional license or a learner's permit, except in an emergency and only when the vehicle is parked.

Starting July 1, Virginia drivers ages 15-17 will not be able to talk, send text messages or snap photos with a phone while driving on Virginia roads. The ban, designed to reduce accidents, also will apply to hands-free devices but will allow teens to use a phone during an emergency.

Virginia will join the District, Maryland and 11 other states that bar teens from using a phone while driving. But like Virginia's seat-belt law, the teenage cellphone ban will be considered a secondary offense, so an officer could cite a teenage driver only if he or she were pulled over for another moving violation.

"I believe this is a commonsense restriction on those new drivers who may be tempted to pay more attention to phone calls and text messages than the road, endangering themselves and other drivers," Governor Kaine said.

House Bill 1908 (Albo) / Senate Bill 1060 (Watkins), which increases the age that children must be secured in a child restraint device, from five to eight, and requires that rear-facing child restraint devices for infants from birth to one year must be secured only in the back seat of most motor vehicles.

Reasonable exceptions due to a child's weight, physical fitness, or other medical reason would be allowed, based on a signed letter from a licensed medical doctor.

"This legislation was the number-one priority of traffic safety advocates this year, based on research that clearly shows most 6- and 7-year-olds are too small to be properly secured with seat belts and shoulder harnesses," Governor Kaine said.

The Virginia Department of Health has a web page that further explains the details of Virginia's child passenger safety laws — www.vahealth.org/civp/safetyseat/laws.asp.

Driver's Licenses and Vehicle Registrations Online Renewal

Effective May 25, 2007, the Department of Motor Vehicles (DMV) will implement the following changes impacting Virginia citizens who renew their driver's licenses and vehicle registrations online via DMV's website (www.dmvNOW.com):

- 1) Online renewal customers will be eligible for a temporary extension of their driver's license or vehicle registration period if they renew on DMV's website within fifteen (15) days of the expiration date of their current driver's license or vehicle registration. Currently, these customers are eligible for the temporary extension if they renew within seven (7) days of the expiration date of their driver's license or vehicle registration.
- 2) The temporary extension will be valid fifteen (15) days from the date of the customer's renewal transaction. Currently, the temporary extension is valid through the 7th day of the month following the expiration date of the customer's current driver's license or vehicle registration period.
- 3) Several modifications will be reflected on the official Internet receipts which are printed and carried by the customer along with the current driver's license or registration card to validate the temporary extension. The revisions are summarized in the next section.

Driver Renewal Receipt Changes:

- Title changed from "Driver's License Renewal" to "Driver's License Renewal Receipt".
- Validity period of the temporary extension is shown below "Driver's License Renewal Receipt".
- Instructions enhanced to inform customers of the 15-day validity period and that the receipt should be printed and carried with the current driver's license.

Vehicle Renewal Receipt Changes:

- Title changed from "Vehicle Registration Renewal" to "Temporary Vehicle Registration".
- Validity period of the temporary extension is shown below "Temporary Vehicle Registration".
- Instructions enhanced to inform customers of the 15-day validity period and that the receipt should be printed and carried with the current registration card.

DMV is implementing these changes to allow sufficient time for processing and postal delivery of driver's licenses and vehicle registrations to customers who renew close to their expiration date.

For additional information, please contact Barbara Duff at (804) 367-6909 or by e-mail at Barbara.Duff@dmv.virginia.gov.

ACTS 2007: Back to Basics in a New World

The **2007 Annual Conference on Transportation Safety (ACTS)** highlights transportation safety activities across Virginia and the nation. This year's theme, "*Back to Basics in a New World,*" will highlight the major transportation safety topics outlined in Virginia's Strategic Highway Safety Plan. The **2007 Governor's Transportation Safety Awards** also will be presented at the conference at the opening luncheon.

For CPS Technicians, at least four CEUs of training will be available to help them meet their certification standards. And for SS&S Coordinators, there will be a pre-conference training to recap "Click It or Ticket" and to prepare for upcoming mobilizations.

2007 ACTS CONFERENCE AGENDA (Tentative)

WEDNESDAY, JUNE 13

8:30 am – 10:00 am

Exhibitor Set-up & Registration

8:30 am – 10:00 am

Organizational Meetings

- Driver's Education
- Governor's Motorcycle Council

8:00 am – 10:00 am

Click It or Ticket Next Generation

8:00 am – 10:00 am

CPS Certification CEU Training

10:00 am – 4:00 pm

Exhibit Hall Open

10:30 am – 11:30 am

Opening Ceremony & Welcome

12:00 noon – 1:30 pm

Governor's Transportation Safety Awards Luncheon

2:00 pm – 3:15 pm

Breakout Sessions

- Emerging Technology
- Young Drivers
- Building Effective Community Based Organizations

3:30 pm – 4:45 pm

Breakout Sessions

- Occupant Protection for All Ages
- Safety and Employees
- Transportation Safety Planning

5:00 pm – Dark

Golf: 9-Hole Scramble

- Must pre-register

6:00 pm – 8:00 pm

CPS Certification CEU Training

THURSDAY, JUNE 14

8:00 am – 4:00 pm

Registration

8:00 am – 4:00 pm

Exhibit Hall Open

7:30 am – 8:30 am

Continental Breakfast

8:30 am – 9:45 am

General Session: Strategic Planning

10:00 am – 11:15 am

Breakout Sessions

- Older Drivers
- Technology and Alcohol
- Highway Safety Corridors

11:15 pm – 12:00 noon

Demonstrations

12:00 noon – 1:15 pm

Lunch

1:30 pm – 2:45 pm

Breakout Sessions

- Youth and Alcohol: 16-21 Year Olds
- Roadway Departures

3:00 pm – 4:15 pm

Breakout Sessions

- Bike-Pedestrian Safety / Safe Routes to School
- Police Pursuits
- Boating Safety

4:30 pm – 6:30 pm

Reception

Sponsored by Decatur Electronics

FRIDAY, JUNE 15

7:30 am – 8:30 am

Continental Breakfast

8:30 am – 9:45 am

Breakout Sessions

- Alcohol: Parents and Teachers
- Roadway Safety Assessments/ Crash Analysis Tools
- How to Conduct a Successful DUI Checkpoint

10:00 am – 11:30 am

General Session: Legislative Update & Closing

ACTS 2007

June 13 – 15, 2007

Hotel:

Sheraton Park South Hotel
9901 Midlothian Turnpike
Richmond, VA 23235
(804) 323-1144

Registration Fees:

Full Conference — \$75.00
One-Day Rate — \$45.00
(Good for only Wednesday
OR only Thursday.)

Online registration is now open!! Sign up today!

<http://www.acts2007.org>

CPS Technician Curriculum Undergoes Major Revision

The standardized Child Passenger Safety (CPS) curriculum, now ten years old, is getting a new look with an old theme: the safe transportation of children. Volunteer members of the National Child Passenger Safety Board and NHTSA representatives, along with curriculum and evaluation specialists from Westover Consultants, worked for the past two years to present the curriculum in a new and creative way. More than 100 CPS technicians and instructors volunteered to review the draft chapters and provide their feedback. The University of North Carolina's Highway Safety Research Center provided formatting and design services.

After the initial draft was completed, two pilot classes were conducted — one in Florida with 13 students, and one in Arizona with 20 students. Both of these classes were instructed by current CPS instructors who were given little or no instructions from the curriculum designers on the new delivery method. Even through the core information is unchanged, several instructors commented that the delivery method is very different. These two pilot classes produced a range of written scores with everyone passing but no one getting a 100% grade in the class.

This curriculum revision concentrates on providing CPS Technicians with information and skills needed “curbside;” that is, information that is necessary to teach a parent or caregiver the correct child restraint installation and seat belt use. For many years, instructors have stressed education vs. installation. The new curriculum format will reinforce that concept, training technicians to teach installation skills to parents and caregivers instead of serving as an installation service. The key concepts of “learn, practice and explain” support the goal of empowering parents to do the installations themselves.

The curriculum has broad format changes and the overall literacy level has been lowered to 5th to 7th grade, depending on the chapter. There have been several technical changes and policy updates and some additional hands-on activities have been added to foster the “Learn, Practice & Explain” concept.

The new curriculum workbook design features the technician workbook as a resource to be used during and after class. There are bigger screenshots of the overheads used in the class and the

curriculum is in a paperback binding. Technicians will complete worksheets throughout the course and the workbook includes an appendix, glossary and index.

Each chapter introduction page of the new workbook and lesson plan lists preparation and activity instructions as well as estimated teaching and activity times. It also includes student workbook text correlated to its page number so the instructors can reference the student workbooks as they instruct. Instructor manuals will be in a binder rather than bound so that they can be updated.

Additional CPS resources can be found in the new appendix, such as LATCH information and sample checklists, relevant information and additional resources. Each chapter focuses on a single topic and eliminates the duplication of information, making needed information easier to find. The workbook is designed to be used as a resource during and after the course. The new chapter titles are:

- Learn, Practice, Explain
- Prevention and Crash Dynamics
- Who Makes the Rules?
- Belts that Pre-Crash Lock
- Belts that Don't Pre-Crash Lock
- LATCH
- Intro to Child Restraints
- Rear-facing Child Restraints
- Forward-facing Child Restraints
- Children in Booster Seats
- Kids in Safety Belts
- CPS in Other Vehicles/Modes of Transportation

Child Passenger Safety Certification Program Assessment

The assessment of the class was designed by Westover Consulting, where testing experts reviewed content and provided feedback. The new assessment reviews both aptitude and knowledge, including the ability to research answers, an important field skill. There are three open workbook, timed quizzes that are printed out by the lead instructor from a compact disc. The instructors use the answer key to grade each quiz and then enter the total test score online. There are three hands-on assessments that are timed. Each student has three opportunities per test to pass and MUST pass all three.

At the completion of the class, there will be a final written assessment of 50 questions. All of the written tests are open workbook and the student MUST get an 84% score (42/50 correct answers) to pass the written portion of the assessment. Once processed, the lead instructor can print wallet cards for everyone in the course that has passed. The students should know their score status throughout the class. A failure to pass the hands-on or skills test requires the student to take the full course again. No exam retakes are allowed.

The new curriculum will be mailed individually to instructors in April, who are encouraged to check their online profiles as soon as possible. Beginning June 1, all certification classes must be taught using the revised curriculum. So, be ready and be prepared — “It's different!”

For additional information, visit <http://www.cpsboard.org>



The very first CPS Technician class for law enforcement in the U.S. was conducted in 1997 in Fairfax County. Ten years later, it is officers from this inaugural class that make up the backbone of child passenger safety in the law enforcement field today.

Several of these officers were in attendance at the Lifesavers Conference in Chicago in March. Pictured here from left to right are Asst. Chief Steve Casstevens, Hoffman Estates PD (IL); Capt. Chuck Hirata, Maui PD (HI); MPO (Ret.) Ed Hedge (CT); Trooper Mark Van Horn (NE); Trooper Miriam Adams (PA); Officer Tom Fields (CT); and VACP Law Enforcement Liaison Bob Wall (MPO, retired, Fairfax County) who was the instructor.

2007 Smart, Safe & Sober Workshops Well Attended

Across the Commonwealth of Virginia, from Newport News to Bristol, law enforcement officers attended Smart, Safe & Sober trainings during the months of February and March. The training, sponsored by the Virginia Highway Safety Office, the Virginia Association of Chiefs of Police and DRIVE SMART® Virginia, provided updated information and resources for the *Click It or Ticket* and *Checkpoint Strikeforce* mobilizations. The training covered *Click It or Ticket* pre- and post-mobilization safety belt surveys, media relations, and high-visibility enforcement. Over 200 law enforcement officers and officials attended the training, representing almost half of all Virginia law enforcement agencies.

A copy of the training presentation is available on the Smart, Safe & Sober website, www.smartsafeandsober.org.

| Workshop Locations | Attendees |
|-----------------------------|------------|
| Newport News | 34 |
| Petersburg | 13 |
| Alberta (Brunswick County) | 10 |
| Henrico County | 17 |
| Weyers Cave | 51 |
| Fairfax County | n/a |
| Drakes Branch | 8 |
| Salem | 46 |
| Bristol | 36 |
| TOTAL ATTENDEES | 215 |
| AGENCIES REPRESENTED | 154 |



During the Salem SS&S Workshop on February 27, Mary Ann Rayment (left), Statewide Occupant Protection Coordinator, and Janet Brooking, Executive Director of DRIVE SMART® Virginia, talk about the Click It or Ticket yard posters and other resources available for promoting the May Mobilization.

Upcoming CPS Trainings in Southwest Virginia

Child Passenger Safety Seat Refresher / Update Classes

June 18 Cardinal Criminal Justice Academy
July 16 Southwest Virginia Criminal Justice Academy

The refresher/update classes are for **Technicians** and **“Operation Kids”-trained individuals**. Technicians who attend the update class will receive 4 CEU’s towards their re-certification. Technicians who need seat installation verification can complete this requirement as well. Don Allen, Technician Instructor and Law Enforcement Liaison for the Virginia Association of Chiefs for Police, will instruct both classes.

PLEASE NOTE: This is *not* a re-certification class. If your Technician status is expired, a one day re-certification class will be offered later this year (tentatively, August or September) .

CLASS HOURS: 9:00 a.m. – 5:00 p.m.

CLASS SIZE is limited to 30 participants. The class is free, but participants must provide for their own lunch.

DCJS IN-SERVICE CREDITS have been granted for this class. Participants will receive credit forms upon completion.

TO REGISTER: Contact Don Allen at (540) 599-1449 or through e-mail at don@vachiefs.org

“Operation Kids” Child Safety Seat Installer Classes

June 19-20 Cardinal Criminal Justice Academy
July 17-18 Southwest Virginia Criminal Justice Academy

The 2-day “Operation Kids” class was written by law enforcement and is primarily for law enforcement. Successful completion will enable officers to:

- Become more familiar with occupant protection laws and the enforcement of these laws.
- Provide awareness and education on child passenger safety issues.
- Install child safety seats with assistance of a Senior Checker.

Those who wish to attend this training must commit to the entire two-day schedule for training.

Don Allen, Technician Instructor and Law Enforcement Liaison for the Virginia Association of Chiefs for Police, will instruct both classes.

CLASS HOURS: 8:00 a.m. – 4:00 p.m., each day

CLASS SIZE is limited to 30 participants. The class is free, but participants must provide for their own lunch.

DCJS IN-SERVICE CREDITS have been granted for this class. Participants will receive credit forms upon completion.

TO REGISTER: Contact Don Allen at (540) 599-1449 or through e-mail at don@vachiefs.org

Traffic Safety – Is It On Your Radar?

by Bob Wall, Law Enforcement Liaison

Virginia Association of Chiefs of Police

When you think about promoting traffic safety in your community, do you limit your thinking to specific times of the year? Most law enforcement leaders automatically consider emphasizing sober driving during the December holidays, child passenger safety in February, and safety belts at the outset of the summer travel season. Those are the major emphasis periods each year.

Many law enforcement agencies observed Child Passenger Safety Week in February, taking advantage of the opportunity to educate parents and other caregivers on the importance of safely restraining our smallest passengers. However, starting in September, 2008, child passenger safety month will have a new home on the traffic safety calendar. The fall weather will be much more amendable to curbside teaching of a parent or caregiver in the correct way to use a child seat.

Click it or Ticket

If you think about seat belts in the summer, you're on target, too. In 2007, the *Click It or Ticket* mobilization takes place May 20 through June 3. Experience has shown that these national periods of education and enforcement are effective ways to increase public awareness and safety on our streets and highways.

To prepare for the campaign, law enforcement agencies conduct pre-campaign observational belt use surveys during the first ten days of May. A two-week blitz of paid media and law enforcement education begins May 13, one week before the enforcement campaign kicks off.

From May 20 – June 3, enforcement agencies conduct 14 days of high visibility enforcement. Finally, agencies complete post-enforcement seat belt surveys between June 1 and June 8, with the results due back to DMV by June 8, 2007. Citation data reflecting entire department summonses (from May 20-June 3) is due by June 15, 2007.

The most important part of the *Click It or Ticket* mobilization that is a unique responsibility to law enforcement is the enforcement of safety belt laws. Research indicates that most people wear their safety belts because they understand the risk of being involved in a crash and recognize the lifesaving benefits of properly worn safety belt systems. However, there remains a segment of the population that buckles up only to avoid a roadside stop and citation from a police officer. Visible enforcement must take place to reinforce the importance of Virginia's safety belt laws. It's up to you!

Dedicated High-Visibility Enforcement is the key to saving lives:

- May 20 to June 3, 2007 is the focused enforcement period
- Zero Tolerance stance with ALL traffic violations (24 hours a day – 7 days a week)
- Emphasize the enforcement of seat belt and child passenger safety seat laws
- Enforcement SHOULD BE department wide (Overtime & regular patrol)
- Special enforcement activities are encouraged!

Checkpoint Strikeforce

Checkpoint Strikeforce is a campaign of the District of Columbia, Maryland and Virginia (along with the mid-Atlantic states of Delaware, Pennsylvania and West Virginia.) It is a highly focused, zero tolerance, continuous, state-to-state effort to dramatically reduce the incidence of drunk and drugged driving violations.

Every week from July 4, 2007 through January 4, 2008, DUI checkpoints will be conducted by law enforcement officials on designated roadways throughout the Mid-Atlantic region. In addition, and as a means of supporting this unprecedented public safety effort, the Washington Regional Alcohol Program (WRAP) is coordinating a more than three-quarters of a million dollar public education campaign in the District of Columbia, Maryland and Virginia.

Key components of *Checkpoint Strikeforce*:

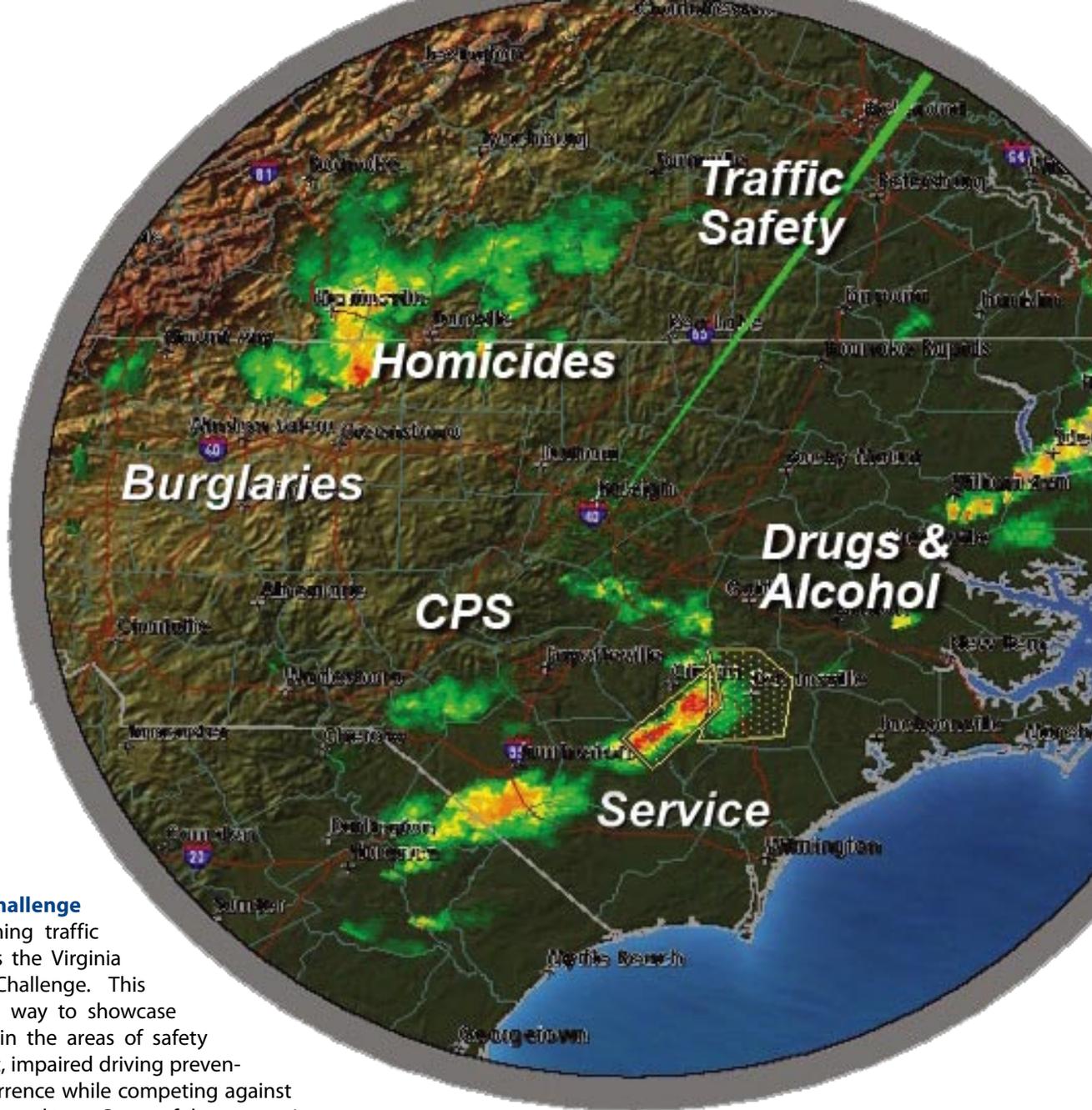
- Conduct Sobriety Checkpoints in each state (DC, DE, MD, PA, VA, WV)
- NEW YEAR-ROUND PROGRAM —
 - 6 months of intensive enforcement from July 4 – January 4 (*At least 1 checkpoint per week*)
 - 6 months of sustained enforcement from January 5 – July 3 (*At least 1 checkpoint per month*)
- Supplement checkpoints with saturation patrols
- Participation by multiple jurisdictions
- Highly publicized and visible
- Include an emphasis on underage drinking

Focusing on impaired drivers through the busy party seasons of Christmas and New Year's remains an important priority. December is National Drunk and Drugged Driving Prevention Month, and this year there will be a national crackdown on impaired drivers December 15–31 known as, "Drunk Driving. Over the Limit. Under Arrest."

Traffic-Related Line of Duty Deaths

We typically don't think of traffic safety promotion in relation to National Peace Officers Memorial Day (May 15). There is compelling evidence that we should. For the past nine years, traffic-related incidents have taken more officers from our ranks than shootings. The National Law Enforcement Officers Memorial Fund (NLEOMF) reports that **73 of the more than 150 officers killed last year died in traffic-related incidents**, 47 of them in automobile crashes. California had the most officers killed with Virginia officers second in the nation. This alarming statistic indicates that police agencies should review their safety belt use policies and compliance rates. New or expanded training may be needed to increase awareness and make sure our officers are buckled up. The state highway safety office located at DMV and the law enforcement liaisons assigned to the Virginia Association of Chiefs of Police can help with that training.

Fifteen of those 73 traffic-related deaths in 2006 occurred while officers were outside their vehicle. This presents an opportunity to educate the public about their role in increasing officer safety on the road. The NLEOMF has developed and launched the "Drive Safely" campaign to increase awareness of the issue. For more information, visit <http://www.nleomf.org>.



Law Enforcement Challenge

Another approaching traffic safety opportunity is the Virginia Law Enforcement Challenge. This competition offers a way to showcase your agency’s work in the areas of safety belt law enforcement, impaired driving prevention, and speed deterrence while competing against agencies of similar size and type. Successful programs in one jurisdiction will likely work in another, and the Law Enforcement Challenge helps to communicate those ideas to better prevent crashes and save lives across Virginia and the country.

The Challenge recognizes sound, effective traffic safety programs by encouraging agencies to adopt good policies and enforcement guidelines, conduct training for officers on traffic safety, participate in national mobilizations, inform and educate the public, enforce the laws that affect motorist safety, and evaluate the work being done to identify areas that can be improved.

While the deadline for the 2006 Challenge Awards has passed, you can plan now to participate in the 2007 Law Enforcement Challenge. To start, get a copy of the 2006 application from the Smart, Safe & Sober website (www.smartsafeandsober.org) and review the application criteria and tips for putting together your entry. (The application for 2007 will be unchanged except for the dates.) The 2007 entries will be due in early May, 2008.

Get a head start on the 2007 competition by gathering your data now from the traffic safety efforts you have already completed this year. Make sure you are taking pictures of your

agency’s activities and you are publicizing your efforts to the public and the media (and collecting those newspaper clippings). Remember to nominate your eligible citizens *and* officers for the SS&S Saved by the Belt Awards — participation in this program is a component of the Challenge. Also, make sure you are organizing and conducting traffic safety efforts year-round as the Challenge program recognizes a comprehensive and sustained traffic safety program. While your agency’s participation is crucial to the success of the major mobilizations and crackdowns, there are opportunities throughout the year — with a little creative thinking — to educate the public, enforce the law, and keep our citizens and officers safe.

The 2006 Virginia Law Enforcement Challenge Awards will be presented at the VACP Annual Conference this August in Williamsburg. Every entry submitted to the Virginia Challenge is automatically entered in the IACP’s National Law Enforcement Challenge. The 2006 National Challenge Awards will be presented in October at the IACP Annual Conference in New Orleans.



DMV Roanoke CTSP Steve Goodwin (above left) and other members of the Blue Ridge Crash Team speak to the Blue Ridge Chiefs

Success of Blue Ridge Regional Crash Investigation Team Garners Awards, Breeds Other Regional Teams

In 2003, the Blue Ridge Transportation Safety Board (BRTSB) formed a committee to research and determine the feasibility of a regional crash investigation team. The committee consisted of DMV CTSP Manager Steve Goodwin, Salem Senior Police Office Ralph Manspile, Roanoke Police Officer Rick Clark, Roanoke County Police Sergeant Tim Wyatt, and National Park Service Ranger Steve Buxton. The committee developed the following mission and purpose statement:

"The mission of the Roanoke Valley Regional Crash Investigation Team is to provide a well-trained and equipped regional crash team to support law enforcement agencies in crash investigations and reconstruction. Our purpose is to provide support in crash investigation and reconstruction, investigation support, data collection, and special studies upon request relating to motor vehicle crashes that relate in serious injury and/or fatality."

Once membership qualifications were made and call-out procedures set, each member of the committee met with his respective department head and explained the team concept. It was approved unanimously and a memorandum of understanding was signed by Salem Police Chief James Bryant, Roanoke Police Chief Joe

Gaskins, Roanoke County Police Chief Ray Lavinder and National Park Service Police Ranger John Murphy to dedicate their agencies' participation.

In recent months, the crash team concept has expanded to include several new teams in the region. The Central Virginia team includes Bedford City, Vinton, Franklin County and the National Park Service, which transferred its participation from the Blue Ridge team. The Piedmont team includes agencies from Danville and Martinsville, and there is a New River Valley team.

The Roanoke team has been expanded to include the Department of Motor Vehicles and the Department of Transportation. It has been the most active team, but the other teams are catching up as they acquire needed equipment and training and also expand the membership of their teams.

In 2006, the regional teams conducted a number of traffic safety initiatives, focusing on a different priority each month. The initiatives included child safety seat checks, *Checkpoint Strikeforce* efforts to reduce impaired driving, young driver safety, *Click It or Ticket* campaigns with a Highway 460 Blitz, multi-jurisdictional checkpoints on the Blue Ridge Parkway, Highway Traffic Safety Day at the Valley View Mall, and multi-jurisdictional motor carrier checks.

The Blue Ridge crash team has received training on the Total Station, VC 3000,

Stealth Stat and CDR Kit. The team meets monthly and discusses crashes that have occurred and receives training on specialized equipment. The team not only receives updated training, its members provide training sessions for others. In 2006, the team provided six training sessions for the Carillion Roanoke Memorial Hospital trauma staff, eight training sessions at the Geraru Center in Franklin County, and alcohol/drug training sessions for youth through YOVASO and during red ribbon week at area high schools.

The crash team has assisted in investigating and/or reconstructing more than 25 crashes involving agencies from Salem, Roanoke County, Roanoke City, Park Service, Rocky Mount and Franklin County. This teamwork concept has provided needed equipment and manpower, resulting in the assisted department having a more comprehensive investigation without major expenses and manpower shortages.

The crash team has provided analysis for crashes they have assisted in, and has compiled statistics for injury and fatality crashes involving 16-20 year olds to determine causative factors. The team also assisted participating jurisdictions with the following projects:

- speed surveys in Salem and Roanoke;
- site distance surveys in Bedford; and
- grade crossings in Salem.



Association at their meeting in February in Salem.

The crash team maintains specialized equipment to be used throughout the region, including the following:

- a crash data retrieval kit to recover data from event data recorders;
- a VC 3000 Accelerometer;
- a Total Station for forensic mapping;
- stealth Stat for compiling speed enforcement data; and
- a crush jig to measure crush damage.

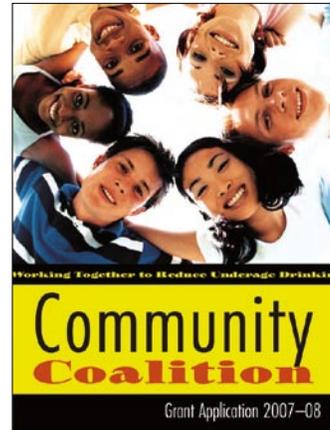
Sharing the equipment among team members has been a cost-effective way to purchase expensive but much-needed equipment and tools.

The success of the crash team concept has not gone unnoticed. Officer Manspile, Officer Clark and Sergeant Wyatt received the Outstanding Transportation Safety Group Award in 2006 at the Blue Ridge Transportation Safety Board/YOVASO awards ceremony for their implementation of the crash team.

Plans for the future include appointing retired officers from area law enforcement agencies as auxiliary team members to draw on their years of traffic safety knowledge and experience. These auxiliary members will bring much-needed volunteer expertise to help promote the goal of traffic safety in the Blue Ridge region.

For additional information on the Blue Ridge Crash Team, contact Steve Goodwin (contact information on inside cover).

Virginia ABC Grant Opportunities



2007 – 2008 Community Coalition Grant

Working Together to Reduce Underage Drinking

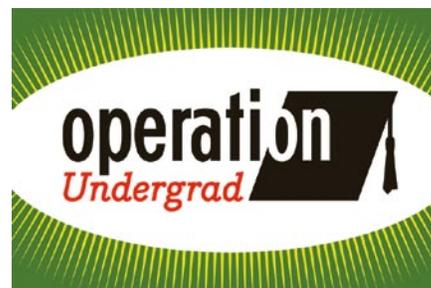
The Community Coalition Grant is designed to support collaboration among local businesses, community organizations and state agencies as they strive to promote zero tolerance for underage alcohol consumption through the use of prevention initiatives that focus on environmental, educational and information dissemination strategies in their perspective communities.

Virginia ABC awards Community Coalition Grants for up to \$7,000. Funding for these grants is made possible through a federal grant from the Office of Juvenile Justice and Delinquency Prevention.

Applications available online:

http://www.abc.virginia.gov/Education/grant_opportunities.htm

Grant Application Deadline: Friday, June 8, 2007, 5 p.m.



2007 – 2008 Operation Undergrad Grant

Operation Undergrad is a grant program designed to help colleges and universities develop and enhance partnerships among college and local law enforcement departments, regional offices of the Department of Alcoholic Beverage Control (ABC), community organizations, and college substance abuse coordinators.

Virginia ABC will award grants, up to \$7,500 per grant, to college law enforcement and substance abuse offices for the 2007-2008 academic year. Funding for these grants is made possible through the Office of Juvenile Justice and Delinquency Prevention.

Applications available online:

http://www.abc.virginia.gov/Education/grant_opportunities.htm

Grant Application Deadline: Saturday, June 30, 2007, 5 p.m.

Christiansburg Police Partner with Restaurants, Taxi Companies in “Project Straight Home”



Captain Barry O'Rourke challenged Lieutenant Donnie Cromer to come up with an idea that would reduce the impaired driving problems for not just Christiansburg, but the entire Montgomery County community. Two months later, the project was up and running.

by **Donald W. Allen,**
Law Enforcement Liaison
Virginia Association of Chiefs of Police

In October of 2006, Christiansburg Police Captain Barry O'Rourke met with Traffic Safety Program Manager Lieutenant Donnie Cromer and requested that he come up with a program that would encourage citizens to use an alternative means of travel during the holidays if they had been consuming alcohol at local restaurants. Lieutenant Cromer stated, "After some sleepless nights I had an idea that I hoped he would like. I would call it "Project Straight Home" and it would involve our taxi companies and restaurants within the city. They could provide a ride home from any restaurant in Christiansburg to anywhere within the county if we could come up with the support needed. This would be an

alternative means of transportation for individuals who consume alcohol at the restaurants within the community."

This idea was presented to the taxi services in Christiansburg and Blacksburg and, after selling them on the idea, it was time to approach the restaurants that served alcohol. "Every restaurant that served alcohol in Christiansburg that was approached agreed to assist with the project, which left us with the need for a banking institute that could deal with redeeming the certificates," said Cromer.

It was decided that the time period for the project would be from December 15th through January 15th and that the ride certificates would be sold at a price of \$20.00 each. The ride certificates would be good for a one-way taxi ride for two people from and to anywhere in Montgomery County, and they would be available at nearly every Christiansburg

restaurant that serves alcohol or at the town's police department.

The National Bank of Christiansburg liked the project idea and jumped on board with enthusiasm. The bank contacted a local printing company and handled the printing of the ride certificates needed for the project. Next, with the financial assistance from a local distributing company posters and banners were printed with distribution to the restaurants and other local businesses in the community to explain the project to the public.

It was decided by all the parties involved that any monies that were received without being redeemed by a taxi service at the end of the program would be donated to a non-profit traffic safety organization. Everyone involved was in hopes that this project would reduce the impaired driving problems for the entire county by reminding everyone that any excessive consumption of alcohol and driving was a dangerous decision and illegal.

"With high-visibility patrol and a zero-tolerance enforcement policy by all the county law enforcement agencies during the project, we anticipate this will help reduce arrests, crashes, deaths and injuries within the county," Cromer explained. A media blitz was conducted during the first of December with articles in local and regional newspapers along with a project kickoff televised by a regional news station at one of the restaurants participating.

All of the project participants were in hopes that their efforts would be successful and plans are underway for next year's holiday season. "Results are still being reviewed, but we did see a lower arrest and incident rate for Christiansburg during the project period. We must do everything that we can to educate the public as to the problems with impaired drivers in our community with constant aggressive enforcement," said Cromer.



Lt. Donnie Cromer, Christiansburg PD, presented "Project Straight Home" at the Mid-Atlantic DUI Conference in March. "Project Straight Home" is a DUI ride home project that was conducted in Christiansburg during the holidays last year.

FEATURED AGENCY

Henrico County Police Target Underage Alcohol Use with “May Blitz” Campaign

A joint effort of the county’s police department, courts and public schools, “May Blitz” aims to reduce alcohol use among area teens through education, media, targeted enforcement on prom nights, and an anonymous tip line.



In January, 2007, the Henrico County Division of Police formed an Underage Alcohol Use Workgroup consisting of several different components within the police department, including Uniform Operations, Community Policing, School Services, Court Services, Support Services and Traffic Safety. The workgroup also consists of other agencies — the Juvenile and General District Court Judges, Commonwealth Attorney’s Office, County Attorney’s Office, Juvenile Court Services Unit, Henrico County Public Schools, and the Virginia Alcoholic Beverage Control Enforcement Unit.

The goal of the Underage Alcohol Use Workgroup, a multi-disciplinary body, is to reduce underage alcohol use in our community by identifying resources and implementing strategies that:

- Promote awareness of the consequences of underage alcohol use; and,
- Encourage compliance with related laws.

The workgroup planned to attack the problem of underage drinking from several different angles. With April and May being prom months for area high schools, much of the enforcement efforts were focused on prom nights. These initiatives included targeting underage purchasing of alcohol, after-prom parties, drunk driving and, most importantly, education. The police department deployed teams of officers at random times and locations to target these problems. The education piece was accomplished through the Henrico County Public Schools, public service announcements, and local media partners. (The PSAs can be viewed online at <http://www.co.henrico.va.us/police/news.html>)

Another exciting feature of the campaign was the implementation of an Underage Alcohol Use anonymous tip line. Citizens can use this line to report underage alcohol use. The number to call is (804) 614-2923 (2923 = 2Y2D = 2 young 2 drink) and is available twenty-four hours a day. This tip line was made possible through a generous contribution from Brown Distributing Company, which is located in Henrico County.

Colonel Henry W. Stanley, Jr., Henrico County Chief of Police said, “If we can save even one young life through our labors, then it is worth all the time and effort”. Chief Stanley also said, “I am very proud of all the hard work that our personnel have put into this project and the amount of cooperation that has been demonstrated by the other agencies that were involved”.

“May Blitz” Campaign Results

“Prom Special” Weekend

These results from the first day of “May Blitz” (April 21, 2007) are due to the combined efforts of the Party Crashers Team and the DUI Patrol.

| | | | |
|---------------------------------------|---|-------------------------------|----|
| Driving Under the Influence | 3 | Speeding | 12 |
| Underage Possession of Alcohol | 8 | Illegal U-Turn | 2 |
| Drunk in Public | 1 | Failure to Wear Safety Belt | 2 |
| Possession of Marijuana | 1 | Equipment Violation | 6 |
| Trespassing (School Property) | 2 | No Valid Operator’s License | 3 |
| Reckless Driving | 4 | Suspended Operator’s License | 1 |
| Failure to Obey Red Traffic Signal | 6 | No/Expired State Registration | 4 |
| | | No/Expired State Inspection | 1 |
| Failure to Obey “No Turn on Red” Sign | 3 | No Insurance | 1 |
| | | Field Interview Cards | 2 |

Weekend of May 4th & 5th

On May 5th, from 9:00 p.m. – 3:00 a.m., the Party Crashers Team handled two calls related to underage drinking.

- 1) A tip was received on the underage drinking tip line about a party at a single-story house in the area of Church Road at Guyana. This party was located in the area and was occupied by college students and no underage drinking was occurring. Officers cleared up with advice.
- 2) A call for service was received about a party in the 7500 block of Schaaf Drive. Several midnight officers and the Party Crashers Team responded to this call and located several juveniles and young adults drinking alcohol without any parents present at the home. This resulted in the **arrest of 18 individuals for underage possession of alcohol.**

Also of Note:

To date, three (3) calls have been received on the tip line. All were legitimate complaints and were investigated. None of the calls resulted in arrests, but the Underage Alcohol Use Workgroup is pleased that the tip line is being utilized.

FEATURED AGENCY

Washington County Sheriff's Office, Schools Partner to Reduce Teen Traffic Deaths



With the tragic deaths of seven teenagers because of traffic crashes within a 24-month period, Washington County Sheriff Fred Newman knew there was a problem, so he set to work to address this most concerning situation.

As the result of Sheriff Newman's efforts and those of the Washington County School System, the Washington County Partners for Safe Teen Driving Program was formed. The goal for the program is to reduce the number of teen traffic deaths, vehicle crashes and driving law violations by providing comprehensive and continuous education throughout the entire community. "Driver education needs to come from different areas within the community," said Sheriff Fred Newman. "Law enforcement, the school system, and parents all have a role to ensure our young drivers have a safe and positive driving experience."

At the first Washington County Partners for Safe Teen Driving meeting at Holston High School on March 1, 2007, 115 parents and teenagers were in attendance. The program stressed the importance of obeying the rules of the road, the fundamentals of driver education, and insurance requirements. Representatives from each respective area were on hand to discuss their involvement in the program.

"To my knowledge, this is the first program of this type in south-west Virginia," said Sheriff Newman. "If our efforts can save one life, the program will be a success."

Pictured at left with Sheriff Newman are, from left to right, Todd Coleman, Driver Education Instructor at Holston High School; Bo Catron, Supervisor of Secondary Instruction for the Washington County School System; Mrs. April Hamby Crabtree, Allstate Insurance Agent; Sheriff Fred Newman; and Jimmy King, Principal at Holston High School.



For more information, contact Sheriff Fred Newman at (276) 676-6000.

2006 Report on Unintentional Injuries to Children in Virginia

Unintentional injury remains the leading cause of death for children and adolescents in the Commonwealth of Virginia. On average, 2 children die every week from unintentional injury in Virginia. Each year in Virginia, the total monetary costs associated with unintentional injury deaths to children 14 and younger are estimated to be more than \$112 million. Over \$8 million is attributed to the medical, legal and administrative costs associated with child injury death. These fatal injuries also result in almost 7,000 years of potential life lost annually in Virginia. Unintentional injury is also a leading cause of hospitalization among children in Virginia with on average 5 children being hospitalized every day for an unintentional injury in Virginia.

The Virginia Department of Health, Division of Injury and Violence Prevention coordinated a study to determine

how Virginians in general felt about unintentional child injury. The telephone survey, conducted in June 2006, included both those adults with children under the age of 14 living in the household (45%) and those without children (55%). Twenty-eight percent reported having someone close to them die from an unintentional injury (76% from motor vehicle crash). Eleven percent had personally stayed overnight in a hospital because of an unintentional injury (65% from motor vehicle crashes).

As motor vehicle crashes remain a leading mechanism of unintentional injury, there were several questions pertaining to child passenger safety. Of those families using a child safety seat with an internal harness, only about half (52%) had assistance installing the safety seat. The most commonly reported assistance was received from a firefighter (68%). Only

one in five families with children using booster seats received help installing the seat and of those, 41% received help from a firefighter. The majority of families using a safety seat or booster seat (53%) reported never having been to a safety seat check because they "Never heard of one" (29%) and "Didn't feel the need to go to one" (23%).

The survey also found that only 70% of families reported that their child rides in the back seat "all of the time." Almost 1 out of every 10 families with children between 4 and 6 years old (who by Virginia law should be properly restrained in a child safety restraint) state that their child usually traveled in a car using only a seatbelt.

To view the complete report or obtain additional information, visit <http://www.vahealth.org/civp> or contact Christina Sloan at (804) 864-7745.

U.S. Transportation Secretary Announces Life-Saving Technology Requirement for All New Passenger Vehicles

(Thursday, April 5, 2007)—In a move that could ultimately save up to 10,000 lives each year on U.S. roadways, the nation's top transportation official today announced plans to make new crash prevention technology standard equipment on every new passenger vehicle sold in America by 2012.

U.S. Transportation Secretary Mary E. Peters and National Highway Traffic Safety Administrator Nicole R. Nason announced the final rule to require the Electronic Stability Control (ESC) on all new passenger vehicles during a tour with auto makers at the New York International Auto Show today. ESC uses automatic computer controlled braking to keep drivers from losing control on

slippery roads or in emergency maneuvers, in many cases preventing deadly rollovers from occurring.

"This technology will save thousands of lives. Like airbags and seat belts, ten years down the road we will look back at the new ESC technology and wonder how we ever drove a car without it," Secretary Peters said.

"ESC technology will put the brakes on crashes and help drivers keep control of their cars in critical situations," Administrator Nason said. "ESC works, it will save lives, and it can give American drivers and passengers the peace of mind that comes from knowing their vehicles have some of the most technologically advanced safety equipment available."

The final rule will require all manufacturers to begin equipping passenger vehicles with ESC starting with model year 2009, and to have the feature available as standard equipment on all new passenger vehicles by the 2012 model year (September 2011).

The agency estimates ESC will save between 5,300 and 9,600 lives annually and prevent between 168,000 and 238,000 injuries. The estimated average cost of ESC is approximately \$111 per vehicle, assuming the model already features ABS brakes.

A copy of the final regulation and the accompanying regulatory analysis can be obtained at <http://www.safercar.gov/esc/Rule.pdf>.

Secretary Peters Urges Manufacturers to Provide Free or Discounted DOT Certified Helmets or Rider Safety Training with the Purchase of Every New Motorcycle

(Friday, February 16, 2007) Saying "the time has come to make the helmet standard safety equipment," U.S. Secretary of Transportation Mary E. Peters today called on manufacturers to provide free or heavily discounted DOT certified helmets or rider safety training with the purchase of every new motorcycle sold in the United States.

"Helmets and proper training are just as important as brakes or headlights when it comes to the well-being of motorcyclists," Secretary Peters said. "We shouldn't be letting any customer take a bike out of the store without a helmet as part of the package. Safety shouldn't have to be an option when purchasing a motorcycle."

Secretary Peters said only 58 percent of riders wear helmets today, which is down 13 percent from just four years ago. She added that manufacturers could help reverse the trend by getting helmets into riders' hands and training them how to ride safely, noting that 700 motorcyclists would survive crashes every year if they wore helmets.

During remarks to the Motorcycle Industry Council in Indianapolis, the Secretary praised those manufacturers already providing free training for riders. However, she said she was asking

for help from manufacturers because while motorcycles account for only two percent of the vehicles on the road, they are involved in over 10 percent of all crashes. She added that motorcycle fatalities have more than doubled in 10 years and now account for over 4,500 highway deaths and 78,000 injuries each year. Even worse, the crash rate among motorcyclists in the 50 plus age group has increased by over 400 percent, she said.

The Secretary noted that the helmet she was wearing during her 2005 motorcycle crash likely prevented severe head injury. "I know from first-hand experience how effective helmets can be," she said.

Secretary Peters also said the Department of Transportation was "attacking" the challenge of motorcycle safety on several fronts. Last September, the Department awarded over \$6 million in safety grants to states to support motorcycle safety. In addition, the Federal Highway Administration has established a Motorcycle Advisory Council to focus on making roads safer for motorcyclists and will continue work begun by the National Highway Traffic Safety Administration on a Motorcycle Crash Causation Study to identify why motorcycle crashes occur and find ways to reduce the fatality and injury rates.

Smart, Safe & Sober Partnership

c/o Virginia Association of Chiefs of Police
1606 Santa Rosa Road, Suite 134
Richmond, VA 23288



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