

Smart, Safe & Sober



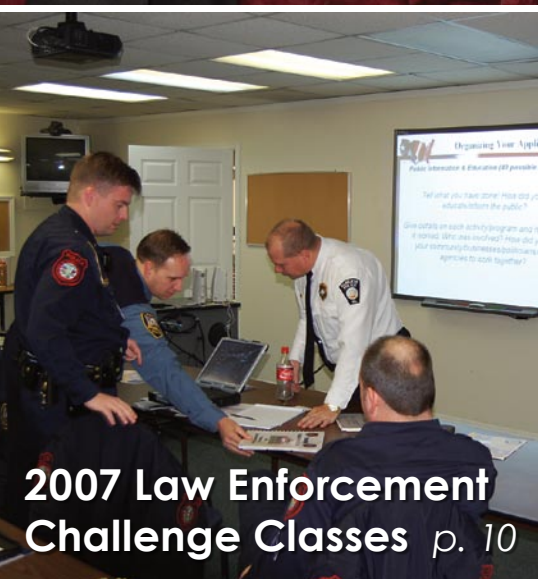
NEWSLETTER

WINTER 2008

www.smartsafeandsobber.org



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Saved by the Belt & Bag Awards p. 14



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.

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Articles, announcements of events, short recaps of agency activities with photos, etc. are all accepted on a regular basis for publication in the next scheduled issue.

PREVIOUS ISSUES

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

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

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Get ready for upcoming mobilizations!

Impaired driving awareness, Click It or Ticket occupant protection campaigns in March



March 10-17, 2008



Promotional materials for the St. Patrick's Day impaired driving awareness campaign (including posters, news releases, fact sheets, and more) are now available online at www.stopimpaireddriving.com.

Remember, nearly nine out of ten of Virginia's drivers support the use of sobriety checkpoints!



March 16-23, 2008

This March, Virginia will be conducting another *Click It or Ticket Mini-Mobilization*. The media wave will run from March 9-16 and the enforcement wave will run from March 16-23. Please plan to participate in this mini-mobilization — we always need all of your support!

Also, get ready to participate in the National *Click It or Ticket* Mobilization, which will run May 12 – June 1. Be sure to check <http://www.smartsafeandsobor.org> for mobilization materials and data collection forms.

And remember to document your activities with photos for use in your Law Enforcement Challenge applications, the 2009 SS&S Calendar, and the next issue of this newsletter!

Virginia loses more than 1,000 lives to traffic crashes in 2007

10 killed in traffic crashes during New Year's holiday weekend

RICHMOND—Tragically Virginia closed out the year of 2007 with a traffic fatality rate in excess of 1,000 for the first time in more than 17 years. As a result of a triple fatality in the city of Lynchburg in the predawn hours of Dec. 29, 2007, Virginia's traffic fatality rate met and exceeded the 1,000 threshold. Today's preliminary total brings the year's traffic fatality count to 1,012 for 2007. That number includes the deaths of 83 pedestrians. According to the Virginia Department of Motor Vehicles (DMV), the last time Virginia lost 1,012 lives to traffic crashes was in 1981.

"In the past decade, from 1997 through 2007, more than 10,000 men, women, teens and children have lost their lives in traffic crashes on Virginia's roads," said Colonel W. Steven Flaherty, Virginia State Police Superintendent. "With a new year upon us, every driver and passenger needs to make traffic safety an everyday priority. It's the only way we will save lives on Virginia's highways in 2008 and beyond."

Over the New Year's holiday weekend a preliminary count indicates 10 individuals, including one pedestrian, lost their lives in eight traffic crashes on Virginia's highways. The statistical counting period began Friday, Dec. 29, 2007, at 6 p.m. and ended at midnight Tuesday, Jan. 1, 2008. Alcohol was a factor in at least two of the fatal crashes. Of the nine drivers and passengers killed, seven were not buckled up. During the 2006-2007 New Year's holiday weekend, 13 people were killed in traffic crashes.

Of those killed during the 2007-2008 holiday weekend, one involved a pedestrian struck in Prince William County. The remaining fatal New Year's weekend crashes occurred in the cities of Lynchburg and Hampton, and the counties of Botetourt, Page, Patrick, Warren and Wise.

As the traffic fatality rate began to sharply increase in 2007, the Virginia State Police joined forces with the Virginia Department of Transportation (VDOT) and DMV to create the Highway Safety Challenge (www.safeVAhighways.org). Through continuing enforcement, education and engineering efforts the Highway Safety Challenge will persist through 2008. The traffic safety program challenges motorists to think safety and act responsibly

by asking, "Are you Virginia's next traffic fatality?" To prevent one's self from becoming the New Year's next fatal statistic, the public is advised to always:

- Buckle Up
- Avoid distractions
- Share the road
- Drive drug & alcohol free
- Obey speed limits



HIGHWAY SAFETY CHALLENGE

New Website Features Latest Crash Statistics, Safety Information

DMV's Virginia Highway Safety Office launches enhanced website

RICHMOND—Complete with upgrades, interactive features and the latest safety tips and crash statistical information, the Virginia Department of Motor Vehicles' Virginia Highway Safety Office website is the community's source for safety-related information.

Recently launched, the revised website at www.dmvNOW.com/highwaysafety includes the latest traffic crash, injury and fatality statistics for Virginia, and for all localities. The number of deaths on Virginia's roadways will be updated daily and displayed on the site.

Safety tips for mature drivers, young drivers, pedestrians, motorcyclists and more are available, including fun features for teens and helpful safety information for parents of teen drivers. Audio, video, multimedia and interactive features are upgraded components of the site.

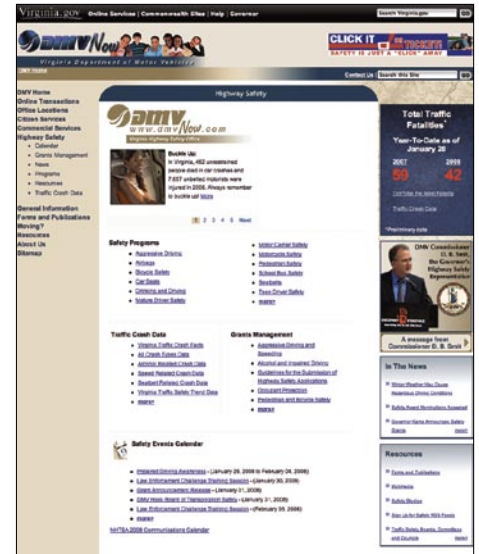
Tools are on hand to help educators spread the word about the dangers of not buckling up, and drinking and driving, for

example. Educators and the community will find resources from other Virginia safety partners including information about the safety belt campaign, *Click It or Ticket*, and the impaired driving campaign, *Checkpoint Strikeforce*. Users can also access a calendar featuring statewide safety events.

One of the most significant changes to the new site is improved navigation, which enhances access to important information. Content boxes detailing the most-read safety topics are displayed on the center of the page to make it easier for users to find information they need.

The latest Virginia Highway Safety Office news, details about the office's federal grant program and an important message from the Governor's representative for highway safety are also posted on the site.

The Virginia Highway Safety Office's newly-enhanced website contains the



most up-to-date crash statistics including alcohol-related crashes, speed-related crashes and other significant traffic trends. Statistics for the entire state and for each Virginia county and city are on hand.

Transportation Safety Grant Applications Available Online

Web submissions required in new streamlined process

RICHMOND—The application for transportation safety grant opportunities is now available on the Virginia Department of Motor Vehicles (DMV) website. **DMV's Virginia Highway Safety Office is accepting applications for funding for the period beginning October 1, 2008 through September 20, 2009.** Interested applicants are required to make submissions online by visiting www.dmvNOW.com.

The new web-based application process will be easier and faster for applicants. Some of the new features include populated data fields specific to an applicant's community, error-check that prevents incomplete application submissions, and the ability to save the document and return to it later. No paper will be generated or stored.

To receive access to the new online application, applicants will need to contact the project monitor assigned to their area, and attend a training session during February. Visit <http://www.dmv.virginia.gov/webdoc/safety/resources/contacts.pdf> for a list of project monitors.

Grant applications must support Virginia's primary transportation safety goal of reducing the number of deaths and serious injuries resulting from traffic crashes. Supporting goals of the applications should focus on improving transportation safety

relating to occupant protection, impaired driving, speed, motorcycle safety and traffic records.

Strategies and objectives must include countermeasures to address the following goals:

- Increase safety belt usage
- Reduce the number of alcohol/drug related crashes, injuries and fatalities
- Decrease speed-related crashes
- Reduce motorcycle crashes
- Improve the collection and accessibility of traffic records data

Other countermeasures relating to pedestrian/bicycle safety, emergency medical services, roadway safety and community transportation safety programs will be considered. For complete guidelines, go to <http://www.dmvnow.com/highwaysafety/>.

The application deadline is March 31, 2008. Applicants selected for the program participate on a cost-reimbursement basis. Specific questions about the guidelines for the submission of Highway Safety Grant applications should be addressed to the applicant's project monitor.

TREDS Update

Traffic Records Electronic Data System - (TREDS) is successfully moving forward. 2007 was a very busy and productive year for the project and development is 95% complete with testing in full swing for the January release.

The Phase I roll-out began January 1 with the introduction of the revised FR300 crash form. The TRCC FR300P Subcommittee has worked extremely hard over the last year to revise the Commonwealth's Police Crash Report. The Virginia Highway Safety Office at DMV (VAHSO) in conjunction with VCU's Transportation Safety Training Center held 6 focus groups around the state to introduce the form to law enforcement and to solicit their feedback. We incorporated 87% of law enforcement's suggestions into the new form. In addition, the form now merges in the Virginia State Police commercial motor vehicle crash page, eliminating the need for VSP troopers to complete a separate sheet while simultaneously allowing local jurisdictions to collect complete commercial crash data for analysis.

The new form is now scannable and allows for the VAHSO at DMV-CAP Operations Center to scan the majority of the information on the form. Local and state law enforcement that manually fill out the FR300P Police Crash Reports and mail them in to DMV will begin using the new form January 1, 2008. All localities that depend on a vendor-provided RMS will begin using the new, FR300P Police Crash Report no later than July 1, 2008. The VAHSO at DMV has released the new form in its final version and Bob Breitenbach at VCU's TSTC conducted training around the state in November and December 2007.

A core guiding principle in the design and development

of TREDS is to improve efficiency of crash data collection and enhanced analytics/reporting. Because of changes in the timelines of other dependent projects, the TREDS project team was able to bring key functionality in by 3 to 6 months. In support of the new form and to immediately improve efficiencies around the collection and processing of crash data, the Phase I roll-out of the TREDS system went into production on January 22, 2008. This first phase of the TREDS system includes:

- modification to DMV's CAP system for support of the existing and revised FR300 forms;
- scanning support for the revised FR300 form that will automate the data entry function of the forms when they are processed at DMV and integrate with the DMV and VDOT document management systems to eliminate paper transfer;
- automated delivery of the SafetyNet data needed by State Police to meet Federal reporting requirements; and,
- the Alpha version of the TREDS Collection Tool for use by officers in the field.

We are working regularly with localities state-wide and the RMS vendors to ensure that the TREDS roll-out will not impact daily operations.

From a reporting and analytics perspective, there will be an immediate lift in the sense that data will be available sooner than is the case today and a virtual elimination of backlog. The new reporting platform and analytics engine will be available in late 2008 to Q1 2009 (calendar year). The requirements are in progress and we will be working closely with all impacted or participating agencies in its design.

Central Virginia & Roanoke Valley Crash Investigation Teams Instruct Two Hundred Students on Crash Dynamics

On October 29 & 30, 2007, the Central Virginia and Roanoke Valley Regional Crash Investigation Teams conducted eight educational sessions on crash dynamics at the Leonard A. Gereay Center for Applied Technology and Career Exploration.

The sessions were conducted at the request of the Gereay Center's Legal Science module and was attended by both Legal Science and Health and Human Service students. The two Crash Investigation Teams displayed a crashed car and instructed the students on the dynamics of a crash. Topics presented included crash forces, crash investigation and highway safety, and seat belt use. Each session concluded with an airbag deployment demonstration. The sessions were a huge success and were well received by approximately 200 students.

Officers and jurisdictions involved in the demonstration at the Gereay Center were Deputy Phillip Young, Franklin County Sheriff's Office; Sgt. Tim Wyatt, Roanoke County Police Department; Officer Rick Clark, Roanoke City Police Department; Lt Jim Bennett and Officer Joe Dooley, Bedford Police Department; and Steve Goodwin, Virginia Highway Safety Office.

The sessions were covered by the several local media outlets — *Franklin News*, *Smith Mountain Lake Eagle*, and WSLN News Channel 10 in Roanoke.

The air bag deployment demonstration was first conducted on September 29, 2007 at a Safety Day hosted by the Bedford Police Department at the Bedford Centerfest. This event was also well received and impacted several hundred participants. Both the Roanoke Valley and Central Virginia Crash Investigation Teams were also represented at the Safety Day.



DUI Model Policy Workshop Held in Salem

On October 26, the Virginia Association of Chiefs of Police conducted another workshop on DUI checkpoints for law enforcement agencies. The class was held at the Cardinal Criminal Justice Academy in Salem, Virginia.

Don Allen, VACP Law Enforcement Liaison, presented the Sample Directive/Model Policy on DUI Checkpoints prepared by the VACP for law enforcement agencies. Lee Harrell, Assistant Commonwealth's Attorney for Wythe County, presented a two-hour talk on "Constitutional Laws Concerning DUI Traffic Checkpoints."

A copy of the Sample Directive is available online at <http://www.smartsafeandsober.org/resources/>

Another workshop is scheduled for April 8, 2008 in Newport News, VA. See <http://www.smartsafeandsober.org/> for more information.



National Child Passenger Safety Certification Training Program held at Ashland Police Department

In November, a small group of traffic safety practitioners gathered at the Ashland Police Department for a four-day course that resulted in all the students being certified as Child Passenger Safety Technicians.

These law enforcement officers and driver safety representatives now have the skills necessary to teach parents and child caregivers in the safest way to transport their children. As a part of the training, the seven students were required to participate in

a "real world" child safety seat check. At the seat check 12 safety seats were checked and only one was found to be used and installed correctly in a vehicle.

Students in the class were from the Ashland Police Department, Richmond Police Department, Virginia State Police and the Driver's Safety Office at the Marine Corps Base, Quantico, Virginia. Instructors were from the Transportation Safety Training Center at Virginia Commonwealth University.

2008 Smart, Safe & Sober Calendar



2008 Smart, Safe & Sober Calendar

Early in January, the 2008 Smart, Safe & Sober Calendar was mailed out to law enforcement officers and other members of the transportation safety community across the state. This year's calendar features an overview of important traffic safety laws; in particular, those that have had recent changes and those that are not publicly well known.

If you didn't receive your calendar, or if you would like additional copies, please contact your local VACP Law Enforcement Liaison or DMV Virginia Highway Safety Office Program Manager (see page 2).

Would you like to see YOUR agency in the 2009 Calendar? Your best chance for being featured is to take pictures year-round of your enforcement activities and other traffic safety efforts. Another way to increase your chances is to cover a variety of traffic safety areas/topics with your photos. Then, as soon as you can, send the photos to Erin Schrad, VACP Communications Manager, at erin@vachiefs.org!

Highway Enforcement Zones
§ 311-222.2.B. Highway safety corridor program.
The Commissioner shall establish a highway safety corridor program, under which operations of Virginia primary system highways and inter-state system highways may be managed by the Commissioner or highway safety corridor, to address highway safety problems through law enforcement, education, and safety improvements. In consultation with the Department of Motor Vehicles and the Superintendent of State Police, the Commissioner shall establish criteria for the designation and installation of highway safety corridors, to include extensive field data, accident reports, type and amount of traffic, and engineering ground studies.

- Highway safety corridors may designate high crash stretches of interstate highways, and may have reduced speed limits.
- Drivers are advised to buckle up, stay alert, slow down and watch aggressive driving behavior.
- Traffic violations such as speeding can result in enhanced fines up to \$200. Criminal offenses such as reckless driving or driving under the influence can result in enhanced fines up to \$2,500.

INTERSTATE 81 MONTGOMERY & HOWARD COUNTIES
A 10-mile stretch of I-81 between mile markers 102 and the north end of the interchange in Cary and mile marker 102 near the top of the line will be the enforcement zone for Virginia. Speeding and other traffic infractions have been found in this stretch of highway.
Speed Limit 40 mph. Death and Injuries in 2006: 0.

INTERSTATE 81 NORTHERN VIRGINIA
The second stretch covers 11 miles of I-81 in Northern Virginia, from mile 98 at the interchange with I-66 to the interchange with I-495. The second stretch covers 11 miles of I-81 in Northern Virginia, from mile 98 at the interchange with I-66 to the interchange with I-495. The second stretch covers 11 miles of I-81 in Northern Virginia, from mile 98 at the interchange with I-66 to the interchange with I-495. The second stretch covers 11 miles of I-81 in Northern Virginia, from mile 98 at the interchange with I-66 to the interchange with I-495.
Speed Limit 40 mph. Death and Injuries in 2006: 0.

INTERSTATE 81 RICHMOND
The second stretch covers 11 miles of I-81 in Northern Virginia, from mile 98 at the interchange with I-66 to the interchange with I-495. The second stretch covers 11 miles of I-81 in Northern Virginia, from mile 98 at the interchange with I-66 to the interchange with I-495. The second stretch covers 11 miles of I-81 in Northern Virginia, from mile 98 at the interchange with I-66 to the interchange with I-495.
Speed Limit 50 mph. Death and Injuries in 2006: 105.

February

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2					
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	

www.vacpva.com/calendar

ACT Now! Reduce Crashes in Virginia

This year's symposium will present thought provoking, concurrent, informational sessions highlighting:

- new transportation safety initiatives
- dynamic panel discussions, and
- a variety of exhibits showcasing state-of-the-art safety resources to reduce crashes in Virginia



ACTS Annual Conference on Transportation Safety
June 11 – 13, 2008
Come learn what you can do to
Reduce Crashes in Virginia

Watch for your registration information in March • Register early • Space limited

2008 ACTS Dates Confirmed

Please mark your calendars for the **2008 Annual Conference on Transportation Safety!**

The previously tentative dates of **June 11-13, 2008** have now been confirmed, and the conference will be held in **Portsmouth** at the Renaissance Portsmouth Hotel & Conference Center.

Information on the conference, including the conference agenda, information for exhibitors, and registration, will be posted at <http://www.acts2008.org> as it becomes available.

Registration information for the conference is due to be available in March.

We hope to see you in Portsmouth!



Henrico Police continue efforts to combat underage alcohol abuse with Operation “No Sale”

The operation was conducted over three days in December with more than 100 businesses checked — and a total of 17 violations observed — throughout the county.

As part of Henrico County Police’s continuing efforts to combat underage alcohol violations in the county, the department conducted Operation “No Sale” where an underage buyer was used to attempt the purchase of alcohol at local businesses. It was a true team effort with many different units within the police department and the ABC Enforcement Unit working together toward a common goal. The results of each of the three phases of the operation are listed below.

Operation “No Sale”: Phase One

On December 7, 2007, Officers Ennis and Adams (Mids), Bordner (Eves), Gregg and Morrison (Community) and Agent Pond (ABC) conducted alcohol compliance checks at stores in the South District. Utilizing an underage buyer, these officers visited 27 stores that sell alcohol for off-premise consumption. A total of four illegal alcohol sales were made. In each case, the offending clerk was issued a summons and the alcohol retained for evidence. Agent Pond followed up with civil penalties levied against the ABC licenses at these stores. The arrest locations were:

1. Food Lion (6009 Nine Mile Rd.) — ID not checked.
2. BP (5051 Nine Mile Rd.) — ID checked.
3. El Rincon Latino (5158 Nine Mile Rd.) — ID not checked. (*Additional charges issued by ABC: No ABC manager on duty; No ABC license displayed.*)
4. 7-Eleven (1300 E. Nine Mile Rd.) — ID not checked. Additional charges filed by ABC.

Operation “No Sale”: Phase Two

On December 15, 2007, Officers Ennis (Mids), Bordner and Hewes (Eves) conducted the second phase of Operation “No Sale”. Officers visited 40 stores in the Central and West Districts to check compliance with ABC laws governing the sale of alcohol to persons under 21. An underage buyer was utilized and 8 illegal alcohol sales were made. In each case the offending clerk was issued a summons for violation of State Code 4.1-304. Arrest locations were:

1. Food Lion (5300 Chamberlayne Ave.) — ID checked.
2. Meadowood Supermarket (5118 Richmond-Henrico Tnpk) — ID checked.
3. Racetrack Deli (201 Laburnum Ave.) — ID checked.
4. Chevron (5308 Brook Rd.) — ID not checked.
5. Citgo (2303 Hungary Rd.) — ID checked.
6. Valero (9024 Woodman Rd.) — ID not checked.
7. 7-Eleven (2111 Hilliard Rd.) — ID checked.
8. Sunoco (8701 Staples Mill Rd.) — ID checked.

Operation “No Sale”: Phase Three

On December 29, Officers Ennis (Mids), Ardis (Eves), Leber and Middleton (Community) conducted the third phase of Operation “No Sale”.

Officers visited 42 businesses in the West District to check compliance with regards to the sale of alcoholic beverages to persons under the age of 21. Utilizing an 18-year-old buyer, officers witnessed 3 illegal alcohol sales. In each case the clerk was cited for a violation of State Code 4.1-304 – Selling alcohol to person under 21. The offending businesses were:

1. Quick n Easy (9921 Three Chopt Rd.) — ID checked.
2. 7-Eleven (9523 Huron Ave.) — ID checked.
3. 7-Eleven (1419 Eastridge Rd.) — ID not checked.

DUI Checkpoint Results

On December 29, Henrico Co. officers from Uniform Operations as well as the Special Enforcement Unit participated in a DUI Checkpoint on W. Broad Street near the Goochland Line. The checkpoint ran from 2200 hours until 0200 hours with a briefing that was conducted at 2100 hours. Below are the results of the operation:

Driving Under the Influence	3
Speeding	13
Felony Habitual Offender	1
Suspended Operator’s License	2
No Valid Operator’s License	5
Young Driver Transporting More Than One Passenger	1
Young Driver Operating a Motor Vehicle Past Midnight Curfew	1
No Insurance	1
No or Expired Registration	6
No or Expired Inspection	7
Failure to Obey Highway Signs / No “U” Turns	3
Failure to Notify DMV of Change of Address	1
Altered/Forged Plates	1
Equipment Violations	3
No Safety Restraints	3
Contributing to the Delinquency of a Minor	1
Possession of Marijuana	2
TOTAL ARRESTS	54



Operation Air, Land & Speed X Nets More Than 1,000 Violations on Interstates 295, 85, & 77

Numbers Lower as Motorists Get the Message

(February 12, 2008) RICHMOND—The saturation of Virginia State Police troopers on Interstates 295, 85, and 77, on Feb. 10-11, 2008, for Operation Air, Land, & Speed, produced the lowest totals of summonses and arrests statewide since the operation began in 2006. This was the first operation for 2008 and resulted in 1,033 violations being cited during the two-day traffic safety effort. No fatalities were reported on any of the three targeted interstates during the operation.

"Compared to the last Operation Air, Land & Speed conducted on these three interstates, this most recent initiative did result in lower enforcement totals," said Col. W. Steven Flaherty, Virginia State Police Superintendent. "We would hope this is an indication that more and more motorists are realizing the importance of highway safety and, therefore, are complying with Virginia's traffic laws."

On I-295, state police stopped a total of 200 speeders, and cited 120 reckless

drivers and 18 safety belt violations. The 53 miles of I-295 include the counties of Henrico, Chesterfield and Prince George, as well as the city of Hopewell.

Troopers were also hard at work on I-85 stopping 188 speeders and 148 reckless drivers. State police also arrested one drunk driver, issued 10 safety belt violations and made seven felony arrests in the 69-mile stretch of interstate. I-85 runs from Petersburg to the North Carolina border.

On the other side of the state on I-77, troopers cited a total of 52 speeders, six reckless drivers and eight safety belt violations. I-77 runs from the North Carolina to Wytheville in Southwest Virginia.

In February 2007, a two-day Operation Air, Land & Speed produced 1,810 summonses and arrests on Interstates 295 and 85. Another special traffic safety initiative concentrated on Interstate 77 last June and

resulted in 245 summonses and arrests.

The comprehensive enforcement project utilized troopers, supervisors, motorcycle units and motor carrier troopers. State police operational duties on other interstates and primary and secondary roads were not affected during the operation. Funding for the enforcement initiative was provided through federal highway safety monies.

The premise of Operation Air, Land, & Speed is to keep motorists safe and promote responsible driver behaviors. To prevent and reduce traffic crash fatalities, Virginia State

Police, VDOT) and DMV have issued a Highway Safety Challenge (www.safeVA-highways.org). Motorists are encouraged to take the challenge and find out how to prevent becoming Virginia's next traffic fatality — buckle up, avoid distractions, share the road, drive drug- & alcohol-free, obey the speed limit.



HIGHWAY SAFETY CHALLENGE

Operation Air, Land & Speed IX Results in Zero Traffic Fatalities During Its Two-Day Operation

Zero Fatalities on Targeted Interstates During Traffic Safety Campaign

(December 3, 2007) RICHMOND—Once again, there were no fatalities during the course of Operation Air, Land and Speed as the program conducted enhanced patrols during its two-day safety campaign. In addition to the increased trooper presence on Interstate 64, it was also the first time Virginia State Police focused on Interstate 66 on Nov. 29 and Nov. 30, 2007. The traffic safety initiative ended with a total of 4,536 summonses and arrests statewide along both interstates.

"This is the ninth phase of Operation Air, Land and Speed, and the eighth time no fatalities occurred during the course of this traffic safety campaign," said Col. W. Steven Flaherty, Virginia State Police Superintendent. "As we continue our efforts to reduce the fatal number of crashes in Virginia, this initiative continues to show the life-saving effect an increase in troopers can have on the road."

The results of the enhanced enforcement on I-64 concluded with troopers stopping 1,344 speeders and 295 reckless drivers. Along I-66, 662 speeders were cited and 116 others for reckless driving.

"As fatal highway crashes in Virginia continue to inch closer to 1,000, over and over again we see, speed and failing to wear

a seat belt are reasons contributing to highway deaths," said Col. Flaherty. "Virginians must take responsibility and be safe every time they get behind the wheel."

Statewide, 212 motorists were cited for not wearing seat belt restraints and three were arrested for DUI. Troopers made 25 drug and felony arrests between the two interstates.

This is VSP's fifth, two-day, Operation Air, Land and Speed program in 2007, and the ninth operation since its inception in 2006. Extra troopers patrolled all 75 miles of I-66 from Strasburg to Washington, DC, and approximately 200 miles of I-64 from Staunton to the Hampton Roads area. The previous operations combined with last week's total have yielded a total of 49,712 arrests and summonses, statewide.

How can you help prevent and reduce Virginia's fatal traffic crashes? By taking the Highway Safety Challenge. The highway partnership, between VDOT, DMV and State Police, challenges drivers and passengers to take every safety step possible to prevent becoming the next Virginia highway fatality. Visit www.safevahighways.org for more information.



2007 Virginia Law Enforcement Challenge Awards Workshops



During the months of December 2007 and January 2008, the Law Enforcement Liaisons for the Virginia Highway Safety Office, Don Allen, Frank Kowaleski and Bob Wall, were hard at work hosting Virginia Law Enforcement Challenge “How-To” Workshops. The workshops, held as far west as Bristol and as far east as Newport News, attracted over 100 attendees from 86 different agencies. Thirty attendees were from agencies who have never before participated in the Law Enforcement Challenge.

Workshop participants learned the purpose of the Challenge program, why the program is important, and how to submit a winning application. Participants were also able to ask questions and talk with one another about best practices.

The Challenge program recognizes law enforcement agencies for what they do to address the issues of traffic safety in their jurisdiction. The competition is a friendly way for departments to increase their attention to traffic safety.

Applications for the 2007 Challenge are due **May 1, 2008**. A copy of the application as well as a guide to help you assemble your application are available online at <http://www.smartsafeandsober.org/programs/LEC>.

If your agency is interested in submitting a Law Enforcement Challenge application or if you have any questions about the program, please contact the Law Enforcement Liaison in your area. See page 2 for their contact information.

Don Allen, Southwest Regional Law Enforcement Liaison, presented four workshops during December to agencies interested in competing in the 2007 Virginia Law Enforcement Challenge. The workshops were conducted at Southwest Regional Academy in Bristol, Cardinal Academy in Salem, New River Academy in Draper, and Central Virginia Academy in Lynchburg. Thirty-eight officers from 28 different agencies attended the LEC classes in Southwest Virginia.



Frank Kowaleski, Eastern Regional Law Enforcement Liaison, presented three Law Enforcement Challenge “How To” workshops in January. The workshops were conducted at the South Boston Police Department, Crater Criminal Academy in Disputanta, and Hampton Roads Criminal Justice Academy in Newport News. Forty-three officers from about 35 different agencies attended the Eastern Region workshops.

VACP Law Enforcement Liaison Don Allen visited several agencies in Southwest Virginia this winter to present their 2006 Virginia and National Law Enforcement Challenge Awards.



The Wythe County Sheriff's Office was awarded second place in the 2006 National Law Enforcement Challenge competition by the International Association of Chiefs of Police on October 15th during the IACP's Annual Conference in New Orleans, LA. Don Allen, Southwest Virginia Law Enforcement Liaison, and Monty Mills, Virginia Highway Safety Office, presented the award to Sheriff Doug King, Lt. Chad Trivitt and Deputy Brian Vaught on November 1st. Lt. Trivitt (far right) and Deputy Vaught (far left) were the officers assigned to complete the application for the Wythe County Sheriff's Office.

Don Allen, Southwest Virginia LEL, and Steve Goodwin, Virginia Highway Safety Office, presented Montgomery County Sheriff Tommy Whitt with the department's first place award from the 2006 Virginia Law Enforcement Challenge for Sheriff Category 5 (76-125 sworn officers) during the October Montgomery County Board of Supervisors Meeting. Gloucester County Sheriff's Office finished second in the same category and Fauquier County placed third.



Don Allen and Steve Goodwin presented Bedford Police Department's award from the 2006 Virginia Law Enforcement Challenge to Chief Jim Day during the October Bedford City Council Meeting. The agency placed third in Municipal Category 3 for agencies with 26 to 50 sworn officers. This was the first year that Bedford participated in the Challenge. Christiansburg Police Department was the first place winner in Category 3 and Culpeper Police Department took home second place.

Sheriff Ronnie Oakes proudly displays his department's 2006 National Law Enforcement Challenge banner at the Wise County Sheriff's Office. Wise County competed in Sheriff Category 4 (36 to 50 sworn officers) in the National Challenge and placed third. Sheriff Oakes was extremely proud of the award as 2006 was the first year that Wise County competed in the Challenge. Wise County Sheriff's Office also placed third in the 2006 Virginia Law Enforcement Challenge for Sheriff Category 3 (26 to 50 sworn members) and was awarded the 2006 Rookie of the Year Award in the state challenge.



Don Allen and Monty Mills presented Buchanan County Sheriff Ray Foster with his agency's 2006 National Law Enforcement Challenge Award during the January Buchanan County Board of Supervisors meeting. The Buchanan County Sheriff's Office competed within Sheriff Category 3 (26 to 35 sworn officers) in the National Challenge and was awarded second place by the International Association of Chiefs of Police at the 2007 IACP Annual Conference in New Orleans on October 15, 2007. Elbert County Sheriff's Office (GA) was the first place winner for Category 3 and Decatur County Sheriff's Office (GA) placed third.



The J. Stannard Baker Award was presented to Master Trooper Tim Harris (second from left) by the International Association of Chiefs of Police at their Annual Conference in New Orleans. Also present were, from left to right, Lt. Col. Robert Northern, Col. W. Steven Flaherty, and First Sergeant Tom Foster.

Two Virginia Law Enforcement Officers Receive Ultimate Highway Safety Award

2007 J. Stannard Baker Award for Highway Safety

The *J. Stannard Baker Award* is presented annually and recognizes individual law enforcement officers and others who have made outstanding lifetime contributions to highway safety. This prestigious award is given in honor of Mr. Baker, who served as Director of Research and Development at the Northwestern University Traffic Institute (now the Center for Public Safety) for over thirty years and during which time he focused on the causes of traffic crashes and on the techniques of collision investigation and reconstruction. Mr. Baker is known throughout the world as the “father of accident investigation” and his groundbreaking textbook, *Traffic Accident Investigation Manual*, is the worldwide standard.

This past year, two of Virginia’s finest were honored with this award — **Master Trooper John T. “Tim” Harris** of the Virginia State Police and **Sergeant Lee Scott Bailey** of the New Kent County Sheriff’s Office.

Both the International Association of Chiefs of Police (IACP) and the National Sheriff’s Association (NSA) present this award, in collaboration with the National Highway Traffic Safety Administration (NHTSA) and Northwestern University’s Center for Public Safety. Each year the IACP and NSA Highway Safety Committees accept, and review, applications from across the country. Law enforcement officers of state, county, metropolitan, or municipal agencies are eligible to be nominated for their continuous initiative in developing and implementing highway safety programs within their agencies or within the communities they serve. The award may be presented

to one state officer, one municipal officer, one sheriff’s deputy, and a civilian of note each year, if selected. In 2007, four individuals were selected to receive the J. Stannard Baker Award — Trooper Harris and Sergeant Bailey from Virginia, Commander Paul Rizzo of the Schaumburg (IL) Police Department and Mr. Larry Ball, Director of the Kentucky Law Enforcement Council, were also honored.

Sergeant Lee Scott Bailey, New Kent County Sheriff’s Office

Sergeant Lee Scott Bailey, a 13-year deputy of the New Kent County Sheriff’s Office, was selected as a recipient of the 2007 J. Stannard Baker Award for Highway Safety and received his award at the General Assembly of the National Sheriff’s Association’s annual meeting. Sergeant Bailey has been instrumental in implementing child safety seat education (*Safe Kids Virginia, Operation ABC Mobilization*); occupant protection education for all ages; impaired driving prevention initiatives directed toward teens; speed/aggressive driving curbing initiatives; highway safety education; and equipment procurement. He has also worked with “55 Alive” programs for older adults, *Operation HEATWAVE*, and bike patrol, among other programs.

“Sergeant Bailey is a remarkable and outstanding advocate for Highway Safety, as well as an exceptional Law Enforcement Deputy Sheriff. He is held in very high regard in our area for his work with citizens, students, and parents to enrich all aspects and ages of highway safety. I can think of no person more deserving



The J. Stannard Baker Award was presented to Sgt. Lee Bailey by National Sheriff's Association President Ted G. Kamatchus at the NSA Conference in Salt Lake City. Also present were Sgt. Bailey's son, Alec, and New Kent County Sheriff F. W. Howard, Jr.

of the J. Stannard Baker Award," says Sheriff Farrar Howard, Jr.

"Since his employment with the New Kent County Sheriff's Office, Sergeant Bailey has created a network of Highway Safety Programs unparalleled in same size agencies. He brought the department into the modern age and beyond; to become a role model for other departments. He is often called upon to teach these methods to other agencies who wish to improve their highway safety standards," says Lieutenant Christopher Hamlet, New Kent County Sheriff's Office.

Trooper John T. "Tim" Harris, Virginia State Police

On the 39th anniversary of his employment with the Commonwealth of Virginia, Master Trooper John T. "Tim" Harris of the Virginia State Police was presented his award at the Highway Safety Awards program of the International Association of Chiefs of Police, held during the IACP's Annual Conference.

Colonel W. Steven Flaherty, Superintendent, Virginia State Police and Earl Sweeney, Chair of the IACP Highway Safety Committee, presented the award to Trooper Harris.

Tim Harris joined the Virginia State Police as a dispatcher in 1968. After serving a 2-year stint in the U.S. Army, he returned to the State Police and graduated from entrance-level training in 1971. He requested, and received, a transfer to Franklin County in 1973, where he continues to serve enthusiastically and professionally.

Tim Harris has "walked the walk" of a Virginia State Trooper for the past 36 years. He remains a community leader who actively promotes highway safety and continuously educates the youth of Franklin County on the importance of traffic safety. Often during off-duty hours, he attends meetings, oversees activities, and participates in criminal justice classes at the local high school. Master Trooper Harris' dedication to duty has not diminished over the years and, for 2006, he led the Area to which he is assigned in enforcement actions.

"I like working with the kids and they have learned to see me in a different light," Master Trooper Harris has said. "They know I am a real person with a duty to perform and not someone just out to get them."

Harris assisted in planning a "mock crash" at the high school to discourage prom-goers from drinking and driving, instructs hundreds of new drivers each year in his driver's education classes at the high school, established a sobriety checkpoint to permit members of Youth of Virginia Speak Out About Traffic Safety (YOVASO) to observe its operation, and aided YOVASO students in entering the Franklin County Christmas Parade for the first time — and winning First Prize — with their "I'll be home for Christmas. Will you?" float.

Among the many recognitions Master Trooper Harris has received during his career are:

- Superintendent's Award for Highway Safety (twice)
- H.E.A.T. (Help Eliminate Auto Theft) Award — 2004
- YOVASO's Law Enforcement Officer of the Year — 2005
- YOVASO's Lifetime Achievement Award — 2006
- Governor's Transportation Safety Award — 2006

"Many talk about what I have accomplished and of the success I have realized here as the Superintendent," said Colonel W. Steven Flaherty, Superintendent, Virginia State Police. "But its troopers like Trooper Harris that really are the success stories of the Virginia State Police, doing the job with the same enthusiasm and drive to save lives each day."

We salute these officers for their dedication and commitment to traffic safety. Over the years, several other Virginia officers have received this award and we also thank and honor them for their service to the Commonwealth.

To find out more about the J. Stannard Baker Award, or to nominate an individual for a lifetime of achievements in highway safety, go to <http://iacp.org/awards/baker/> for details.



All across the Commonwealth, law enforcement agencies recognize individuals from young to old, even some in their own ranks, who were involved in a traffic crash and, because they were wearing a safety belt or were in a child safety restraint, their injuries were reduced or their lives were saved.

Over the past 2 years, 84 individuals have been recognized

Woman given seat belt award whose life saved by one

By Carrie J. Sidener

Lynchburg News & Advance

(January 23, 2008) On an icy December day, Ashley Foster's SUV careened down an embankment. She lived because she buckled her seat belt. Submitted photo.

Ashley Foster remembers the moment when the world stopped spinning and her Ford Expedition landed on its wheels after careening 75 feet down an embankment.

Her head hurt. Glass was everywhere. The airbags in the car had inflated — all but hers.

Her cell phone had been thrown from the vehicle and sat open in the street.

But she was still in the car, held tight by the seat belt that very possibly saved her life. Foster likely would have been thrown from her car had she not been belted in.

"I had no idea that day that I was going to get into an accident," Foster said. "I could have died."

Because of that simple act, Foster was recognized with the Saved by the Belt award by the Bedford City Police Department and the Virginia Association of Chiefs of Police.

"The fact that she took a few seconds to put on her seat belt that morning quite possibly saved her life," Bedford City Police Chief Jim Day said. "It is my understanding she was released from the hospital a couple hours after the accident. Her injuries were very minor compared to the severity of the crash."

The award is a program used by law enforcement agencies to promote seat belt use in passenger vehicles.

"Hopefully others by your example will do the smart and safe thing and buckle up," said Don Allen, of the Virginia Highway Safety Office, as he presented Foster with the award.

Foster had been driving to work on Dec. 7 — a day when freezing temperatures and a light rain left patches of ice on the roadways. Hundreds of drivers crashed in the Lynchburg area.

It was just before 6 a.m. when she drove onto the westbound bridge on U.S. 460 in Bedford City. Her front wheels

didn't slide when she got on the bridge over U.S. 460 Business, but she fishtailed when her back wheels hit the bridge.

"I knew what was going to happen and I couldn't stop it," she said.

She hit one guardrail, careened through the other and then rolled before she landed upright on U.S. 460 Business.

Foster hit her head several times.

She remembers screaming for help. Some cars passed her by. One woman finally stopped. Foster asked the woman to hand her the cell phone. She called 911, then her husband, then her employer.

Her husband, Kevin, remembers Foster saying, "I totaled the car. I'm sorry," he said. "I kept saying 'Are you alright?'"

Firefighters from the Bedford Fire Department responded. Foster remembers one who climbed in through the back of her battered SUV. She wished she knew his name.

The firefighter saw the base for her daughter's car seat and said, "Oh my God, please tell me you were alone in this car," Foster said. She was. Her daughter, Abby, is almost 6 months old.

There was another wreck on the same bridge where she skidded out of control while she was trapped in her car. The woman's screams still haunt Foster.

"He stayed in there with me," Foster said. "I told him I was OK, that he could go see to her."

Firefighters had to cut Foster from her SUV. She was trapped inside for about 30 minutes.

She was transported to Bedford Memorial Hospital. After scans and tests, the hospital released her — bruised but not broken.

"When I was a child, my parents and grandparents said the car wouldn't start without everyone having their seat belt on," Foster said. "I don't even think about it any more."

"It takes two seconds," Foster said. "It doesn't matter if you are going five feet or 500 miles. ... It seems like such a simple thing. Two seconds and you can save your life."



by the Saved by the Belt & Bag Awards Program for making the life-saving decision to buckle-up — 42 each year in 2006 & 2007. Thirteen individuals were recognized last quarter and three of their stories are shared below.

The Saved by the Belt & Bag Program is open to any law enforcement agency regardless of affiliation with the VACP. Nominations for individuals who were involved in traffic crashes and were wearing safety restraint devices are being accepted. You may download the application from the Smart, Safe & Sober website — www.smartsafeandsober.org/programs/.

Virginia Highway Safety Office members Don Allen and Monty Mills, Southwest Region, were on hand when Sheriff Doug King presented Sarah Russell of Rural Retreat, Virginia, with the Virginia Smart, Safe and Sober Saved By the Belt Award, November 1, 2007. Ms. Russell was involved in a motor vehicle crash on April 17, 2007, on Blacklick Road in Wythe County when a vehicle pulled into the path of her 2003 Dodge Caravan. Ms. Russell escaped injury in the crash as she was obeying the law, doing the smart and safe thing, and was buckled up that day prior to her crash. The Virginia Highway Safety Office has presented thirty-two awards this year across Virginia to individuals that escaped injury and even death because they were using their vehicles restraint system.



(Pictured, L. to R.: Monty Mills, Sheriff Doug King, Ms. Sarah Russell, Brain Vaught, Investigating Officer and Don Allen.)



Monty Mills and Don Allen, Virginia Highway Safety Office representatives presented Richlands Police Officer Crystal Stanley with the Saved by the Belt Award on November 27, 2007.

Officer Stanley was involved in a 35 MPH crash that occurred on April 18, 2007, on Route 460 within the town limits of Richlands.

While on patrol for the Richlands Police Department a vehicle crossed the center yellow lines and struck Officer Stanley's patrol vehicle head on.

Officer Stanley escaped serious injury due to the use of her vehicle restraint system. This was the second crash that an officer escaped serious injury during 2007 due to the proper use of the vehicle restraint system.

Chief William Puckett and Richlands Mayor Ken Wysor were both on hand for the presentation.

(Pictured, L. to R.: Monty Mills, Don Allen, Officer Crystal Stanley, Chief William Puckett and Richlands Mayor Ken Wysor.)

U.Va., Ford Have Prominent Role In Developing More Lifelike Pediatric Crash Dummy

DEARBORN, Mich. — Ford Motor Company is helping lead the development of an abdominal insert for pediatric crash dummies.

Ford's prototype pediatric abdominal insert is a collaborative effort with The Children's Hospital of Philadelphia; Wayne State University in Detroit; the University of Virginia; Dearborn-based STR Systems, a safety technology and research firm; and Takata Corporation, a global manufacturer of automotive safety systems.

The collaboration between Ford and the other organizations began in late 2003 in an effort to make pediatric crash dummies and crash tests more real world, and in turn, lead to the development of vehicle restraints that will improve the safety of children.

"The major focus has always been on head and chest injuries," says Steve Rouhana, a senior technical leader with Ford's Passive Safety Research and Advanced Engineering Department, of crash dummy testing. "But the lack of an abdomen is not just a matter of priority. We really didn't have the technology before to accurately measure abdominal response."

The prototype pediatric abdomen insert is similar in size and shape to a 6-year-old human's and is constructed of a silicone shell made up of multiple layers of liquid silicone. Inside is an LED and optical sensor surrounded by a high-viscosity, red or blue silicone fluid. The complex sensors measure penetration based on the amount of light absorbed by the silicone fluid.



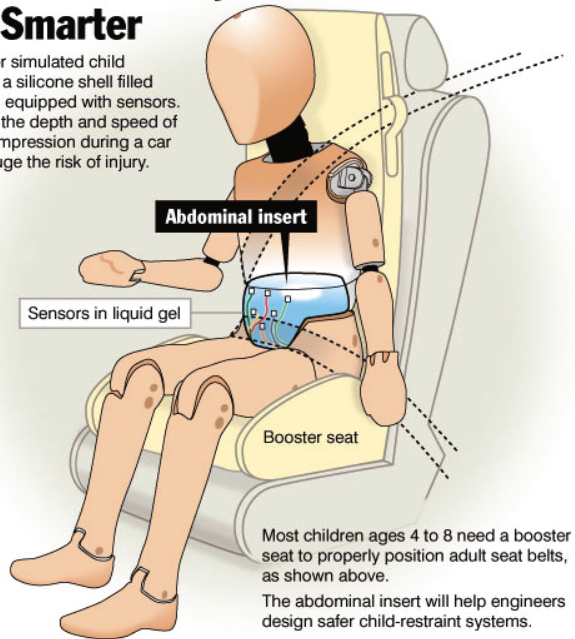
Late last year, the University of Virginia developed a custom belt-loading test apparatus to better assess how the prototype pediatric abdomen responds to belt loading. To ensure accurate test results, data gathered from studies of actual car crashes where 6-year-old children sustained abdominal injuries is being used.

The child abdomen insert is one of the many advanced safety technologies Ford is working on to improve the overall safety of its vehicles and occupants, both big and small.

Since 1992, Ford has been a member of the United States Council for Automotive Research's consortium called the Occupant Safety Research Partnership (OSRP). OSRP developed the world's first small female side impact dummy. Nearly two years ago, Ford opened up the Safety Innovation Laboratory, which houses a custom-built Servo sled capable of simulating five complex crash scenarios – the first crash simulator in the world to offer such a full combination of simulation capabilities. Ford is also hard at work developing a virtual human, the Human Body Model, that will help engineers better understand what happens to the human body during a crash, without the need for actual physical testing.

Crash Test Dummy Gets Smarter

The first-ever simulated child abdomen is a silicone shell filled with gel and equipped with sensors. It measures the depth and speed of seat-belt compression during a car crash to gauge the risk of injury.



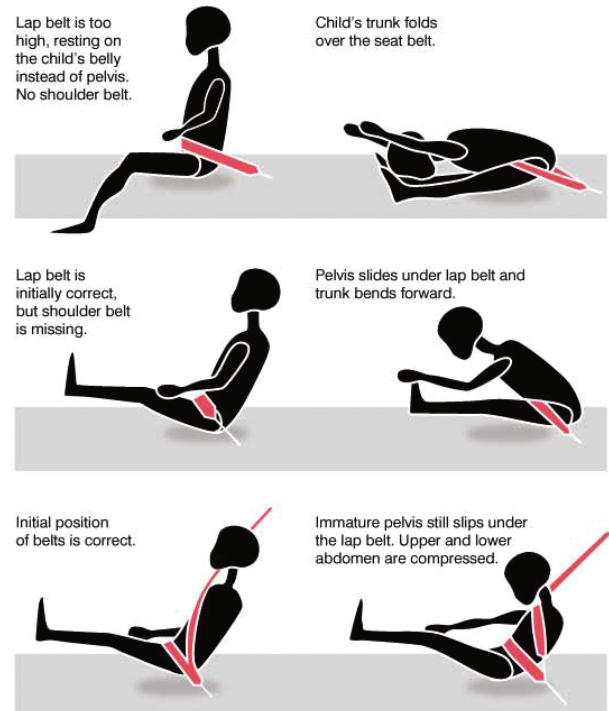
Most children ages 4 to 8 need a booster seat to properly position adult seat belts, as shown above. The abdominal insert will help engineers design safer child-restraint systems.

SOURCES: Denton, Inc.; Children's Hospital of Philadelphia; Ford Motor Co.

CYNTHIA GREER / Inquirer Staff Artist

How Adult Seat Belts Can Hurt Young Children in Crashes

Children ages 4 to 8 have outgrown toddler safety seats but are usually too small to fit correctly in seat belts. In a crash, belt compression can injure abdominal organs.



SOURCES: Children's Hospital of Philadelphia; Ford Motor Co.



Ford Researches Possible Next-Gen Safety Belt Technology

DEARBORN, Mich. — Responding to the changing demographics of today's driving population, Ford Motor Company is researching two advanced next-generation safety belt technologies that could help further reduce injury risk in vehicle crashes.

One of Ford's possible next-generation safety belts incorporates a four-point "belt and suspenders" design in lieu of the familiar three-point safety belt, while a second possible future safety belt incorporates an air bag directly into the belt itself. A number of technical challenges still need to be overcome before such restraint systems could ever be used, but these technologies might one day further enhance safety belt effectiveness.

Inflatable Safety Belts

As its name suggests, the inflatable rear safety belt fills with air during a crash, enhancing protection for the rear seat passenger.

A strap of air bag material is hidden in the seat belt webbing. The strap inflates into a cylindrical shape when frontal air bags deploy. The concept of inflatable belts is to spread forces from a vehicle crash over a broader section of the body than traditional safety belts, further helping to reduce the pressure on the chest and helping to control the motion of the head and neck.

Early research has shown that the inflatable belt may be effective for enhancing protection of the occupants in the rear seat.

Preliminary consumer research indicated that the thicker safety belt (when not inflated) seemed more comfortable to some people, as compared with a standard safety belt, because customers said it felt like it was padded.

Four-Point Safety Belts

Recent customer research showed Ford scientists and engineers that some consumers perceive four-point belts to be safer, as well as more comfortable and, depending on their design, easier to use than traditional three-point belts.

Ford scientists are using this feedback — and the correlating data — as research continues on this potential safety belt of the future.

While the four-point safety belt currently is not allowed by Federal Motor Vehicle Safety Standard 208, Ford Motor Company so far holds two patents for the new technology. In addition, Ford is working with lawmakers to demonstrate the benefits of this new four-point safety belt technology.

Said Dr. Priya Prasad, Ford Technical Fellow for Safety, "Even with the variety of advanced features and technologies offered on today's vehicles, the single most important piece of safety technology in a car or truck remains the safety belt. That's why we're working hard to further improve safety belt and restraint technologies in the future."

Child safety seat rides to life-saving milestone

by Susan Elzey

Danville Register & Bee

(January 27, 2008) Child safety in the car used to be standing up next to Daddy in the front seat and counting on him to thrust his arm out quickly to keep you from going through the windshield.

It's been 30 years this month, however, since the first child safety seat law went into effect in Tennessee and changed the concept of child safety in the car forever.

"Virginia did the right thing by strengthening its child safety seat law last year," Martha M. Meade, manager of public and government affairs, AAA Mid-Atlantic, said in a news release. "The more parents use child safety seats, the more children will be saved from death or injury."

New child passenger laws, effective since last year, require that all children under age eight be properly restrained in a child safety seat or booster seat; rear-facing child safety seats must be secured in the back seat of a vehicle; and children cannot ride unrestrained in the rear cargo area of a vehicle, according to the Virginia Department of Health, Division of Injury and Violence Prevention.

Violations will result in a \$50 fine. The law applies to anyone (i.e. parents, grandparents, babysitters, friends) who transports children in any vehicle manufactured after Jan. 1, 1968.

Children from ages 8 to 16 must be properly restrained by a child restraint system or a safety belt. Violations for breaking that law also result in a \$50 fine.

Virginia is one of only 18 states and the District of Columbia that requires children up to the age of 8 or older to be restrained in a booster seat.

A new AAA survey, whose results were released last week, however, shows that although parents strongly support child safety seats and child seat laws, nearly 100 children under age 5 die in the U.S. every year from automobile crashes they could have survived if they had been restrained in safety seats.

In Pittsylvania County in 2007, a 5-year-old child who was not in a safety restraint died in a car accident, as well as a 10-year-old who was not in a seat belt, according to the Virginia State Police 1st Sgt. Michael Bailey on Friday.

The City of Danville has not had a child

accident fatality since at least as far back as 2004, Danville Cpl. Timothy Scearce, crime prevention officer, said Friday.

Over the past 30 years, according to AAA, the progress in child passenger restraint legislation, improvements in car seat technology and the work of safety advocates has saved the lives of thousands of children each year in the U.S., including an estimated 392 children younger than 5 in 2006.

"Child seat technology and laws have evolved over the last three decades, as have parental attitudes toward child passenger safety," said Meade. "Fortunately, many parents now make it a priority to properly restrain their children when driving. Yet, not everyone buckles children properly."

From the time a newborn leaves the hospital on its first ride home, there are people available to help parents in the use of safety seats.

"Upon admission or birth of the newborn, the RN (at the hospital) completes an initial assessment, which includes the discharge plan for the newborn," Leslie Smith, director of communications at Danville Regional Medical Center, said Thursday. "While the hospital does not have a formal policy with regards to car seats for newborns, the nurse will have discussion with the mother to ensure that the mother is equipped to care for the baby at discharge.

"If it is determined that the mother does have needs or concerns regarding caring for the infant - such as the need for a car seat — a social worker is consulted, who will make contact with the mother and assist however possible."

Danville Fire Marshal Shelby Irving is presently working with the Danville Police Department on plans to increase the number of technicians trained in the correct installation of child safety seats.

"At this point, we have a limited number of technicians in fire department, and we are trying to get more trained," Irving said Friday. "Right now we have eight technicians."

Irving also hopes to begin having clinics again in the spring where parents can drive up and have technicians check their child's safety seats.

"That's a good service," she said.

Scearce said the Danville Police Department makes every effort to assist parent,

grandparents and caregivers with car seat installation.

"We have installed seats here at the police department and have referred some to the fire department as well when conflicts in manpower have arisen," he said.

The Pittsylvania County Sheriff's Department also offers that service.

Pittsylvania Capt. J.H. McLaughlin said Friday that there are six to eight child seat technicians in the department certified to check seats.

"We set up child safety seat checkpoints and don't cite the parents if they are not installed right," he said.

He said that only one parent came for the last safety check held and that most of the seats they see are installed incorrectly.

What Parents Say:

- 39% can accurately identify the age at which their state allows a child to ride in an automobile with only a lap and shoulder belt.
- 86% feel that child passenger safety laws should be consistent across the country.
- 93% said they are aware of their state's child restraint laws.
- 54% look to their state law for guidance on how to restrain their children.
- 40% cited the government as their source of information about state laws.
- 73% believe the government should take a more active role in educating parents.
- 31 percent said they learned about their state laws from physicians.
- 80 percent of parents felt that pediatricians and other physicians should educate parents about child restraint laws.
- 58 percent say the state laws are less strict than they are.
- 58 percent feel their child is safe without child restraints at an age that is older than their state law actually allows, regardless of whether they are aware of the state law.

Source: AAA Survey

U.S. Transportation Secretary Peters Announces New Five Star Rating System for Car Seats

(January 30, 2008) — A new five star government rating system will grade child safety seats on how easy they are to properly install, and will help guide parents and caregivers in choosing the right car seat to keep their children safe, U.S. Transportation Secretary Mary E. Peters announced today.

Secretary Peters and National Highway Traffic Safety Administrator Nicole Nason outlined the new star rating system at an Arlington, Va., fire station today, and released new star ratings for 78 child safety seats currently on the market.

“Even the safest car seat can’t protect a child if it isn’t installed correctly,” Secretary Peters said. “These new star ratings arm parents with the best information and challenge manufacturers to make car seats that are easier for parents to use.”

NHTSA data indicates that seven out of 10 child safety seats are either the wrong size for the child or seriously misused, reducing their effectiveness in a crash, Secretary Peters said. When properly used, child restraint systems reduce fatal injury by 71 percent for infants and 54 percent for toddlers in passenger cars, and in light trucks, by 58 percent for infants and 59 percent for toddlers.

Under the new five star ratings, expanded criteria are being used to evaluate child safety seats, Secretary Peters said. The seats are awarded an overall star rating, as well as individual star ratings in four categories: securing the child, vehicle installation features, labeling and instructions. Five stars represent the high-



est rating and one star signifies the lowest rating.

“These changes will make it easier for consumers to compare products and determine which child safety seat is easiest for their daily routines,” said NHTSA Administrator Nason.

Secretary Peters stressed that the new rating system does not measure how effective a child seat is in protecting a child in the event of a crash, but rather compares how easy one seat is to use over another. All child restraints sold in the United States already are required to comply with federal safety standards to provide a high level of crash protection for children.

The Department will continuously rate new models as they are introduced into the marketplace, she said. A complete list of the new rankings is available at <http://www.nhtsa.gov/CPS/CSSRating>.

Secretary Peters Announces Broad New Effort to Reduce Motorcycle Fatalities, Releases PSA

(November 2, 2007) — To combat the alarming trend of rising motorcycle injuries and fatalities, U.S. Secretary of Transportation Mary E. Peters today announced a comprehensive new federal initiative to improve motorcycle safety with more rider education and training, tougher standards for helmet certification labeling, law enforcement training, and road designs that consider motorcycle dynamics.

Secretary Peters — an avid motorcyclist — also released a television public service announcement where she credits her riding gear for saving her life during a 2005 motorcycle crash.

“Take it from a motorcycle enthusiast

who also happens to be the U.S. Secretary of Transportation,” Secretary Peters says in the PSA. “Check your bike before each ride, wear all your safety equipment and ride with others so you’re more visible. If I hadn’t taken those safety precautions, I wouldn’t be standing here today.”

Peters said the motorcycle safety initiative will create new national safety and training standards for novice riders, curb counterfeit helmet labeling so that consumers can be certain they are buying DOT-certified helmets, place new focus on motorcycle-specific

road improvements, and provide training to law enforcement officers on how to spot unsafe motorcyclists. In addition, Peters said, the plan includes a broad

public awareness campaign — including the PSA — on safe riding techniques.

Secretary Peters said she is one of the many “baby-boomers” who have recently returned to riding after years of shelving their bikes in lieu of family and careers. In August

2005, she suffered a broken collar bone after a crash on a two-lane highway just north of Tucson, Arizona.



Traffic Safety Calendar

- | | |
|----------------------|---|
| Mar 9-23, 2008 | Click It or Ticket Mini-Mobilization — www.smartsafeandsober.org |
| Mar 10-17, 2008 | St. Patrick's Day Impaired Driving Awareness Campaign — www.stopimpaireddriving.org |
| Mar 18-20, 2008 | Mid-Atlantic DUI Conference — Virginia Beach, VA — www.vbgov.com/dui |
| Mar 31, 2008 | 2008-09 DMV Traffic Safety Grant Applications Due! — www.dmvnow.com/highwaysafety |
| Apr 7-11, 2008 | National Work Zone Awareness Week — safety.fhwa.dot.gov/wz |
| Apr 13-15, 2008 | Lifesavers Conference — Portland, OR — www.lifesaversconference.org |
| Apr 20-26, 2008 | National Tire Safety Week — www.betiresmart.org |
| Apr 21 - May 2, 2008 | Motorcycle Safety Awareness Campaign — www.nhtsa.gov |
| Apr 26 - May 4, 2008 | National Safe Kids Week — usa.safekids.org |
| Apr 30, 2008 | 2007-08 2nd Quarter Grant Vouchers/Monitor Reports Due! — www.dmvnow.com/highwaysafety |
| May 2, 2008 | 2007 Law Enforcement Challenge Applications Due! — www.smartsafeandsober.org |
| May 12 - Jun 1, 2008 | Click It or Ticket National Mobilization — www.smartsafeandsober.org |