

TIME: 7:00 a.m.
PLACE: The Dalles Public Works Department
Conference Room
1215 W 1st Street
The Dalles OR 97058

AGENDA
TRAFFIC SAFETY COMMISSION
FEBRUARY 19, 2014

- I. CALL TO ORDER
- II. ROLL CALL
- III. APPROVAL OF MINUTES – January 15, 2014
- IV. PUBLIC COMMENT
- V. AUDIENCE PARTICIPATION OR PRESENTATIONS
Oregon Impact Information - Director, Janelle Lawrence
- VI. OLD BUSINESS
Traffic Counts for 6th, 12th and 19th Streets – Barrier
- VII. NEW BUSINESS
- VIII. ADJOURNMENT

TRAFFIC SAFETY COMMISSION

February 19, 2014

COMMISSION PRESENT: John Nelson, Frank Pyles, Chuck Covert, Donna Lawrence, Jim Bishop, Mike Kilkenny and John Layson

ABSENT MEMBERS: none

STAFF PRESENT: Dale McCabe – City Engineer, Tim McGlothlin – Council Representative, Jay Waterbury – Chief of Police, Bill Barrier – Transportation Manager, and Cindy Keever – Administrative Secretary

PUBLIC PRESENT: Janelle Lawrence – Oregon Impact and Russ Brown

Chuck Covert moved to approve the minutes of the January with one spelling correction. Frank Pyles seconded the motion and the motion passed unanimously.

PUBLIC COMMENT/AUDIENCE PARTICIPATION/PRESENTATIONS:

Russ Brown recently attended a Council Goal Setting Session and questioned the request to hire a consultant for \$15,000 to help develop a plan for the 10th/Thompson/Old Dufur Road intersection. Russ brought police reports showing there have been 3 accidents in the last eighteen years and he believes the money would be better spent on road maintenance instead of a study. While he agrees the intersection is bizarre, he thinks the intersection is fairly safe and doesn't believe the money should be spent on something that doesn't need fixing. Tim McGlothlin said he will take Russ's concerns to the City Council. Frank Pyles said he sees a lot of near misses because he lives near that intersection and travels thru it several times a day. Donna Lawrence asked why the City is spending money on a study for that intersection. Donna wants to proactively put out there the Traffic Safety Commission doesn't see the need for these monies to be spent. Staff said the study has to do more with long range planning and isn't just a study for today's issues. When a study is done it looks at the geology of the area, pedestrian access, bike movement, car movement, parking on the street and available right-of-way Dale McCabe told members that the City Engineering Division takes the information provided by the study and then develops the final plan.

Russ believes if Thompson were a project that was happening next year, then yes it should be done, but the timing is wrong at this time. Tim suggested a re-evaluation of the goal and a look at the timing of this study. He will take this information to the City Council.

OLD BUSINESS:

1) Traffic Counts for 6th, 12th, and 19th Streets

Bill Barrier passed around handouts from the radar board computer program showing the different areas of collected data. A discussion followed and members expressed their appreciation for the amount of information will now be available.

2)

NEW BUSINESS:

1) Oregon Impact Speaker

Janelle Lawrence, Director of Oregon Impact, visited with the Commission, passed out flyers and explained the different grants they have available and different displays that are available to use for the community. Janelle suggested looking at their website and setting up modules for easy viewing and possible training opportunities. She also strongly encouraged the Commission to contact her if anyone thinks of anything that The Dalles can use.

2) Purchase of School Zone Signs

Bill told the Commission he had purchased two of the new style safety green school signs to be used at 12th & H Street.

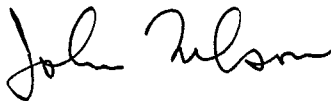
3) Pothole on Scenic Drive

John Nelson reported a water cut that has sunk and is now a pothole on Scenic Drive near the Garrison Street intersection.

There being no further business to come before the Commission, Chuck moved to adjourn. Mike Kilkenny seconded the motion and the motion passed unanimously.

Cindy Keever
Administrative Secretary
City of The Dalles

Final approval



John Nelson

Making an Impact

February 2014 - Vol. 1, Issue 5

Are You a Selfish Driver?

A Sheriff's deputy spoke to me last year about selfish drivers and the dangers they create on the road. At the time I thought - *I am one, at least some of the time.* Do any of these scenarios ring a bell with you?

- On your way to an appointment you are in the wrong lane. There isn't room in the right lane, but you ease your way over and block traffic so you can get where you need to be.

- You *really* need to get in (or out of) that parking lot. The cars you need to cross in front of are a little close. You turn in anyway, causing them to all hit their brakes.

- At rush hour, there is *almost* enough room to get in the other lane, so you squeeze right in,



causing a close call to those around you.

To be honest, selfish driving habits were not on my radar, until both my sons were in crashes because of drivers making their priorities more important than anyone else on the road. My youngest was hit by a driver who was texting his friend, tried to get over into the lane he wanted and rear-ended my son. A sore neck and a repair bill later, all is well.

My oldest son was not so lucky. A driver trying to enter a left-turn lane without enough room moved his car over, causing a five-car crash that totaled two cars, sent three drivers to the hospital, and ensured that my son will have back pain and mobility issues for the rest of his life.

Continued on page 2

TSC Highlight - Keizer

This month we share our interview with Keith Blair, with the City of Keizer Traffic Safety Committee, as well as the Bikeways/Pedestrian Committee. Keith has participated in the City of Keizer TSC for 3 years.

Q: Keith, tell us what brought you to be involved in your local TSC?

KB: Interest in aiding the local community and making it a safer place to live, work, and play.

Q: What are some of the successes that your TSC has achieved over the years?



Willamette Valley Scenic Bikeway in Keizer, OR

KB:

- Dozens of bike helmets provided to low-income families for \$5 each.
- Bike/pedestrian safety education.
- Voicing opinions and preference for small public work projects.

Q: What are some of the things you have learned from being a part of this TSC?

KB: How the local government works. Importance of various priorities of local citizens.

Q: Is there anything else that you would like to share with others, whether members of a similar Committee, or citizens looking to help make their community safer?

KB: Try to get involvement from others not specifically on the Committee.

Pickups Rock ...and Roll - So Buckle Up!

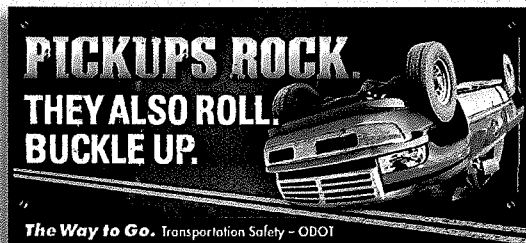
Oregonians are buckling up at their highest rate ever: more than 98 percent of Oregon's motoring public uses safety belts. Unfortunately, that leaves a percentage of people who don't buckle up – and who are twice as likely as belted occupants to die if the vehicle they are in crashes. In 2012, 61 of Oregon's 198 occupant fatalities were reportedly unrestrained. And that's a number safety advocates would like to see at zero.

Oregon State Police, local police department officers and county sheriffs' personnel have supported a campaign this month, that focuses on properly restraining child passengers, reminding pickup truck occupants that buckling up saves lives, and discouraging texting while driving. Some of the patrols will be targeting nighttime travel.

The February campaign is the first of three annual events that puts extra patrols out to increase safety

on Oregon's roads. The other two coincide with Memorial Day and Labor Day.

The greatest danger to unbelted children and adult occupants is ejection from the vehicle. An unbelted or improperly restrained occupant is five times more likely to be ejected than one who is belted.



The odds of surviving ejection are estimated at one in four – compared to a one in two hundred

fatality rate for occupants who remain inside the vehicle. Ejection is the principal reason that minors are prohibited from riding in an open bed of a pickup truck.

“Proper safety belt usage is the single most effective way to protect against injuries or death in a motor vehicle crash,” noted Carla Levinski Occupant Protection Program manager with the Oregon Department of Transportation.

For child safety seats, follow the manufacturer's instructions or attend a check-up event (*see page 4*).

For adults, “proper use” means the lap belt is placed low across hips with the shoulder belt crossing the center of the chest over the collarbone. Belts should be free of slack and lying flat with no twists or knots. If the shoulder belt portion of the belt rides up onto the neck or feels uncomfortable, comfort may

be increased by using the built-in adjuster or by moving seat position. The shoulder belt should NOT be placed under the arm or behind the back – this can cause serious internal injuries or ejection in a crash.

Are You a Selfish Driver?

Continued from page 1

While there is no good time to deal with a car crash, this one came at an incredibly bad time. His second child was expected in a few days (*he missed the birth of his first child as he was in a submarine at the time*) and instead of being a help to his wife and newborn son, he required more care than they did. He missed being the best man in his brother's wedding as he was unable to stand up for more than a few minutes at a time.

The driver that caused all this was late to pick up his friend to see a movie.

Perhaps for me, things had to hit literally a little too close to home to truly make me change my driving habits. Now when I am running late - *guess what?* - I am late. I don't try to make up the time by causing others to adjust their drive for me. I am not perfect by a long shot, but I am doing my best to not cause any issues for those sharing the road with me.

Next time you are out and about, will you do the same?

Safe travels, Janelle Lawrence

to keep Oregon's roadways safer. And be sure to enter our raffle for your chance to win a prize!

Date: Tuesday, April 15th
Time: 7:30 am to 9:00 am
At the Abernethy Center in Oregon City. More information to follow. *We hope to see you there!*



Mark Your Calendars for our Annual Breakfast!

Support a great cause and start the day right. Listen to engaging guest speakers while enjoying a bountiful breakfast. Mingle with others who are passionate about helping



Janelle Lawrence
Executive Director, Oregon Impact
<http://www.oregonimpact.org>

Comments? Questions?
We invite you to contact us at:
<http://oregonimpact.org/contact-us/>

SUBSCRIBE

Donate



Funded through a grant
from ODOT - Transportation
Safety Division.
www.oregon.gov/ODOT/TS

Data Confirms Traffic Fatalities Increased In 2012

Highway deaths over the past 5 years remain at historic lows

Recently, NHTSA released the 2012 Fatality Analysis Reporting System (FARS) data indicating that highway deaths increased to 33,561 in 2012, which is 1,082 more fatalities than in 2011. The majority of the increase in deaths, 72%, occurred in the first quarter of the year. Most of those involved were motorcyclists and pedestrians.

While the newly released data announced today marks the first increase since 2005, highway deaths over the past five years continue to remain at historic lows. Fatalities in 2011 were at the lowest level since 1949 and even with this slight increase in 2012, we are still at the same level of fatalities as 1950. Early estimates on crash fatalities for the first half of 2013 indicate a decrease in deaths compared to the same timeframe in 2012.

While Americans drove approximately the same amount of miles in 2012 as in the previous year, the new FARS data released today showed a 3.3 % increase in fatalities from the previous year. The final 2012 numbers confirm preliminary quarterly reports issued by the agency.

Other key 2012 statistics include:

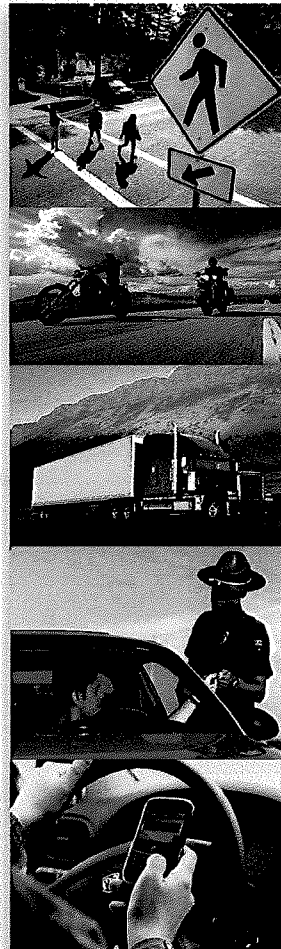
- Fatalities among pedestrians increased for the third consecutive year (6.4 % increase over 2011). The data showed the large majority of pedestrian deaths occurred in urban areas, at non-intersections, at night and many involved alcohol.
- Motorcycle rider fatalities increased for the third consecutive year (7.1 % increase over 2011). Ten times as many riders died not wearing a helmet in states without a universal helmet law than in states with such laws.
- Large-truck occupant fatalities increased for the third consecutive year (8.9 % over 2011).
- Deaths in crashes involving drunk drivers increased 4.6 percent in 2012, taking 10,322 lives compared to 9,865 in 2011. The majority of those crashes involved drivers with a blood alcohol concentration (BAC) of

.15 or higher – nearly double the legal limit.

- The number of people killed in distraction-affected crashes decreased slightly from 3,360 in 2011 to 3,328, while an estimated 421,000 people were injured, a 9 % increase from the estimated 387,000 people injured in 2011. NHTSA is just beginning to identify distraction-related accidents, and is continuing work to improve the way it captures data to better quantify and identify potential trends in this area.

- Nighttime seat belt use continues to be a challenge. In nighttime crashes in 2012, almost two-thirds of the people that died were unrestrained.

13 states and Washington D.C. experienced reductions in overall traffic fatalities, led by Mississippi (48), New Jersey (38), Georgia (34), Alabama (30) and Utah (26). 18 states and Washington D.C. showed decreases in drunk driving deaths. New Jersey had the greatest decrease (30) followed by Colorado (27), Utah (20), Oklahoma (17) and Virginia (17).



Free Highway Safety Workshops

For more information and to register, visit: <http://www.up.edu/highwaysafety>

Date	Location	Topic
Feb 26	McMinnville	Improving Safety Features of Local Roads and Streets
Mar 12	Portland	Challenges, Strategies and Obligations of Law Enforcement Agencies for the 21st Century
Mar 13	Hillsboro	Improving Safety Features of Local Roads and Streets
Apr 23	Hillsboro	Challenges, Strategies and Obligations of Law Enforcement Agencies for the 21st Century

Provided by the Department of Civil Engineering, University of Portland, and sponsored by ODOT - Transportation Safety Division and U.S. DOT-NHTSA.

Find more trainings. Visit: <http://oregonimpact.org/traffic-safety-training/>



Check Up Events and Fitting Stations

For all event listings, appointment options, best practice information, and other resources, visit <http://oregonimpact.org/car-seat-resources/>

ate	City	Location	Address	Time
2/26	Bend	Bend Fire	1212 SW Simpson	10 am - 1 pm
2/27	Eugene	Eugene Fire	1725 W 2nd Ave	4 pm - 6 pm
3/1	Portland	Legacy Good Samaritan	1015 NW 22nd Ave	9:00 am - 11:30 am
3/5	Coos Bay	Coos Bay Fire	450 Elrod Ave	11 am - 1 pm
3/6	Redmond	Redmond Fire	341 Dogwood Ave	11 am - 2 pm
3/8	Hillsboro	Tuality Health Ed Ctr	334 SE 8th Ave	9 am - 11:30 am
3/11	Corvallis	Corvallis Fire	400 NW Harrison St	8 am - 11 am
3/13	Ontario	Ontario Fire	444 SW 4th St	4 pm - 6 pm



First-Ever Side Impact Test Proposal for Child Restraint Systems

NHTSA recently proposed upgrades to the federal motor vehicle safety standard for child-restraint systems to ensure child passengers are protected in side crashes. The proposed upgrades could include a first-ever side impact test for car seats sold in the U.S. that are designed for children weighing up to 40 pounds.



In the proposed test simulating a side-impact vehicle crash, car seats must demonstrate they can safely restrain a child by preventing harmful head contact with an intruding vehicle door and reducing the crash forces transmitted to the child's head and chest. NHTSA estimates that the proposal would save five lives and prevent 64 injuries annually.

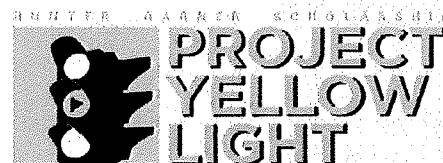
Under the proposal, car seats would be tested in a specially

designed sled test that simulates a "T-bone" crash, where the front of a vehicle traveling 30 mph strikes the side of a small passenger vehicle traveling at 15 mph. The sled test is the first of its kind in the world being proposed for regulation, as it simulates both the acceleration of the struck vehicle and the vehicle door crushing toward the car seat.

In addition to using an existing 12-month-old child dummy, the proposed test will use a newly developed side-impact dummy representing a 3-year-old child. NHTSA proposed a 3-year timeframe for car-seat manufacturers to make necessary changes to meet the proposed requirements upon final rule publication.



Project Yellow Light



NHTSA, the Ad Council, the National Organizations for Youth Safety (NOYS), Mazda Motor Sports and Project Yellow Light are co-sponsoring the third annual nationwide scholarship contest for the best viral video with a message against distracted driving.

Project Yellow Light is a scholarship competition designed to bring about change with one clear mission: encourage teenagers to develop and embrace safe driving habits.

For both the high school and college contests, the first-place winner will receive a scholarship in the amount of \$5,000. Second-place: \$2,000. Third-place: \$100.

To compete, applicants must create a video designed to motivate, persuade and encourage their peers to not drive distracted.

Deadline is March 14th. For more information, visit: <http://www.projectyellowlight.com/>