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TRAFFIC SAFETY *DIGEST*

A Compendium of Innovative State and Community Traffic Safety Projects

Summer 1999



U.S. Department of Transportation
National Highway Traffic Safety Administration

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TRAFFIC SAFETY *DIGEST*

** The format of the Contents portion of the *Traffic Safety Digest* has changed. It is being replaced with the enclosed new section entitled Previous Editions Contents. This section is arranged by quarterly issue, beginning with the Fall 1993 edition, and is designed to be placed at the end of the notebook, in front of the Cross Reference section. The Contents page for the current issue will be placed at the front of the notebook, then moved to the end of the Previous Editions Contents section when a new issue is received. This will eliminate the need to replace the entire Contents section as each new edition of the *Traffic Safety Digest* is received.

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Summer 1999

Alcohol and Other Drugs

- Majority Rules* Alcohol Awareness Program (Louisiana)
- Oxnard Police Department Regional Roadside Sobriety Checkpoint Program (California)

Buckle Up America

- Barrier Motors Volvo Child Safety Seat Program (Washington)
- Child Passenger Safety Seat Clinic (New Jersey)
- Dead or Alive* Crashcar Presentation (Region 3 States)
- Elephants Never Forget to Buckle Up* (Maryland)
- Emergency Residency Program, NHTSA and the *Buckle Up America!* Campaign (Region 5 States)
- Forty More Years: Survivors Lead the Way (Washington)
- Intergovernmental Partnerships—NHTSA, EPA and DOA (Regions 5 and 7 States)
- ONE DOT and the *Buckle Up America!* Campaign (Nationwide)
- Texas High School Students Take On the *Buckle Up America!* Challenge (Texas)

Occupant Protection

- Car Seat Involved In Crash—DO NOT USE* Campaign (Pennsylvania)
- Traffic Safety Education Project (California)

ONE DOT

- Santa Fe Corridor Work Zone Safety Assessment (Colorado)
- Southwest Corridor Safety Symposium (Colorado)

Pedestrian/Bicycle Safety

- California Science Center Commitment to Traffic Safety Program (California)

Police Traffic Services

- Chill: Changing the Way We Drive* (Colorado)
- Santa Maria Police Department Comprehensive/Community Traffic Safety Program (California)
- Stockton Police Department Vehicle Impound Program (California)

Safe Communities

- Salt Lake County Urban Safe Communities Task Force (Utah)



PREVIOUS EDITIONS

Fall 1993

Alcohol and Other Drugs

- Delaware-Madison County DUI Task Force (Indiana)
- Lafayette Alcoholic Beverage Vendor/Server Training (Louisiana)
- Phoenix Prosecutors' DUI Training Program (Arizona)
- STOP-DWI - Clinton County/Plattsburg AFB (New York)

Occupant Protection

- 1991 Law Enforcement Safety Belt Challenge (Wisconsin)
- Massachusetts Head Injury Association's Occupant Protection Program (Massachusetts)
- Safety Belt Blitz (Florida)
- Section 153 Mini-Grants Program (Georgia)

Police Traffic Services

- DWI Blanket Patrols - Albany County (New York)
- Law Enforcement Assistance Fund (Colorado)
- Police Traffic Services Assessment (New Mexico)
- Selective Traffic Enforcement - Mobile Police Department (Alabama)

Youth Programs

- Brookfield High School DECA Chapter (Missouri)
- Safe Driving Competition for Youth - York County (Pennsylvania)
- Stanford Community Responsible Hospitality Project (California)
- West Valley Community Traffic Safety Pedestrian Program (Utah)

Other Traffic Safety Areas

- Ohio Partnership for Traffic Safety (Ohio)
- Preschool Transportation Program: "Safe and Secure" (Indiana)
- Regional Driver Education Instructor's Workshop (Pennsylvania)
- Senior Driver Program: "Getting There Safely" (Washington)



Winter 1994

Alcohol and Other Drugs

- Habitual Offender Project (Virginia)
- Motor Vehicle Homicide Seminar (New Hampshire)
- OWI Fine Collection Program (Iowa)
- Pulaski Highway Impaired Driving Project (Maryland)

Occupant Protection

- 1992 Black Community Safety Belt Challenge (Ohio)
- Occupant Restraint/Child Passenger Program (Guam)
- Ozark Guidance Center Occupant Protection Program (Arkansas)
- Taxi/Child Safety Seat Law Program: "We Care About Your Child" (New Jersey)

Traffic Records

- Accident Records System Advisory Committee (New Jersey)
- GIS Accident Maps (Pennsylvania)
- Pre-Hospital Database Project (Oregon)
- Technocar 2000 (Texas)

Community/Corridor Traffic Safety Programs

- Community Traffic Injury Prevention Program (New York)
- Josephine County Traffic Safety Project (Oregon)
- Keep Boston Moving Safely (Massachusetts)
- Traffic Safety O.N.E. (Vermont)
- Triple Jeopardy (Tennessee)

Public Health

- Community Traffic Safety Grants Program (Rhode Island)
- Lincoln-Lancaster County Health Department Traffic Safety Program (Nebraska)
- Marathon County Public Health Department Child Passenger Safety Program (Wisconsin)
- North Dakota Nurses' Seat Belt Project (North Dakota)



Spring 1994

Alcohol and Other Drugs

- California Highway Patrol's Designated Driver Program (California)
- Crime Lab Fund Tracking (New Mexico)

Emergency Medical Services

- Extrication Project (North Dakota)
- Operation R.I.D.E. (New Jersey)
- Self-Sustaining Emergency Medical Service Pilot Training Program (New Jersey)
- Trauma Referral System (South Carolina)
- Volunteer 1st Responder Training and Equipment (Georgia)

Motorcycle Safety

- Motorcycle Rider Education Program (Colorado)
- Motorcycle Rider Education Program (Connecticut)
- Motorcycle Safety Program (Nebraska)
- Motorcycle Safety Public Information Program (Oregon)

Occupant Protection

- Buckle Up Donora (Pennsylvania)
- Child Passenger Safety Violator Course (Texas)
- Child Restraint Infraction Deterrence Sites (CIDS) (Washington, DC)
- National Parks Service Summertime Seat Belt Awareness Campaign (Rocky Mountain Region)
- Red, White and Blue Campaign (Louisiana)

Pedestrian/Bicycle Safety

- Adult Crossing Guard Workshop (Pennsylvania)
- Basics of Bicycling Pilot Program (Wisconsin)
- CYCLE SMARTsm (Kansas)
- Program for the Deaf Community (New Jersey)
- Safe Roads/Safe Families (California)

Youth Programs

- "A TIP From EMS" (Wisconsin)
- Injury Prevention Program (Illinois)
- Stratford Community Traffic Safety Program (Connecticut)
- Teens of Northeast Youth Intervention Program (Arkansas)



Summer 1994

Joint FHWA/NHTSA Initiatives

- Accident Location Analysis System (Iowa)
- Coalition Building (Montana)
- Corridor/Community Traffic Safety Program (Colorado)
- Corridor Safety Improvement (Oregon)
- CRASH Regional Program (Kentucky)
- Crash Report Form Enhancement (North Dakota)
- Emergency Cellular Phone System (Pennsylvania)
- Heavy Truck Safety Initiative (Wyoming)
- Incident Management (Utah)
- New York City Pedestrian Safety Program (New York)
- Northern Panhandle Regional Highway Safety Program (West Virginia)
- Older Driver/Pedestrian Conference (Arizona)
- Operation Western 9 (Western U.S.)
- Pacific Coast Highway Safety Corridor Task Force (California)
- Safety Integration into Metropolitan Planning Organization Activities (Michigan)
- Safety Management System Committee (Louisiana)
- Safety Management System Development (South Dakota)
- Smooth Operator (California)
- Speed Limit Monitoring (Oklahoma)
- Traffic Safety Impact Team (Puerto Rico)
- Traffic Safety on the U.S.-Mexico Border (New Mexico/Texas)
- "TRUCK SMART" Public Information and Education Campaign (Pennsylvania)
- Truck Speed and Work Zone Enforcement (Arkansas)
- Washington State Corridor Traffic Safety Program (Washington)
- Work Zone Safety Public Service Announcement (Nevada)



Fall 1994

Alcohol and Other Drugs

- Business Opposed to Underage Consumption and Irresponsible Selling (BOUNCERS) (Illinois)
- DUI Prosecution Coordination Project (Hawaii)
- Presiding Judge-Municipal Courts DWI Project (New Jersey)
- Roadside Safety Checks (Illinois)
- Suspended Driver's License Enforcement Program (California)
- Traffic Accident Reduction Goals and Enforcement Techniques (Nevada)

Occupant Protection

- Buckle Down Media Relations (Minnesota)
- Child Safety Seat Program (Oregon)
- Family Passenger Safety Program (Texas)
- Getting You There Safely Seat Belt Use Campaign (Nevada)
- Workplace Safety Belt Use Program (Oklahoma)

Police Traffic Services

- Accident Reconstruction Training (Oklahoma)
- Franklin County DUI Task Force (Ohio)
- Laser Speed Detection Pilot Program (Wisconsin)
- Lee County Sheriff's Office/Keokuk Police Department Cooperative Alcohol Enforcement Effort (Iowa)
- Minnesota DWI and Traffic Safety Law Teleconference (Minnesota)
- Tulare Traffic Safety Team (California)

Youth Programs

- Community Occupant Protection Program (Indiana)
- Elementary Education Initiative (Maine)
- Missouri HEADS UP (Missouri)
- Northern Kentucky Rural Office of Traffic Safety (Kentucky)
- Young Driver Deterrence Project (Hawaii)
- Youthful DUI Offender Project (Missouri)

Other Traffic Safety Areas

- "Drive Smart" Nights at Central Pennsylvania Speedways (Pennsylvania)
- Preschool Teachers Safety Workshop (Pennsylvania)



Winter 1995

Alcohol and Other Drugs

- California Licensee Education on Alcohol and Drugs (California)
- Comprehensive Server Training Program (Hawaii)
- Low Manpower Sobriety Checkpoint Training (Nevada)
- Safe And Vital Employees (Maryland)
- Victims Impact Panel (VIP) of Oklahoma (Oklahoma)

Community/Corridor Traffic Safety Programs

- Cornhusker Highway Community/Corridor Traffic Safety Project (Nebraska)
- Miller County Community Traffic Safety Project (Arkansas)
- Southern Ute Highway Safety Program (Colorado)
- Springfield Comprehensive Traffic Safety Program (Illinois)

Motorcycle Safety

- Motorcycle Helmet Law Evaluation (California)

Occupant Protection

- 100% Platinum Pacesetter Safety Belt Honor Roll (Maryland)
- 1994 Child Passenger Safety Week Campaign (Pennsylvania)
- Child Safety Seat Roadblocks (Georgia)
- New Orleans Traffic Court, Occupant Restraint and Motorcycle Helmet Compliance Program (Louisiana)
- Rural Community Occupant Protection and Motorcycle Incentive Project (Texas)

Traffic Records

- Computerized Accident Records and Analysis System (California)
- Helena Police Department In-Car Computer Pilot Program (Montana)
- Traffic Services (TRASER) (Texas)
- Vermont Traffic Records Strategic Planning Project (Vermont)

Public Health

- EMS Training Project (Nebraska)
- Legacy Emmanuel Hospital Trauma Nurses Talk Tough (Oregon)
- Rural EMS Conference (Michigan)
- Southeast Region Injury Control Network (Southeastern States)
- Spectrum of Prevention—A New Approach to Highway Safety Planning (Nevada)



Spring 1995

Alcohol and Other Drugs

- Cops In Shops (Texas)
- DWI Offender Driver License Examination (Minnesota)
- Governor's DUI Task Force (Montana)
- Operation Zero Tolerance (Alabama)
- Responsible Alcohol Management Program (Pennsylvania)

Emergency Medical Services

- Comprehensive EMS/Highway Safety Program (New Jersey)
- North Coast Emergency Medical Services Adopt-A-Call Box Program (California)
- Rural EMS Training (Nevada)

Motorcycle Safety

- "Get in Gear" and "Ride Straight" Programs (Wisconsin)
- North Carolina Motorcycle Safety Education Program (NCMSEP)
(North Carolina)
- Wyoming Motorcycle Rider Training Program (Wyoming)

Occupant Protection

- Colebrook Child Safety Seat Loaner/Inspection Program (New Hampshire)
- Nebraska Cares (Nebraska)
- Regional Occupant Protection Program—Safety Belt Initiative (Massachusetts)
- Street Smarts (Pennsylvania)

Pedestrian/Bicycle Safety

- Annual Pedestrian Safety Conference (Washington)
- Bicycle Helmet Demonstration (New Hampshire)
- Bicycle Safety Education Program (Connecticut)
- Heads Up For Safety (Connecticut)
- Saved By the Helmet Club (Washington)
- Sidewalk Rangers (Pennsylvania)

Police Traffic Services

- Operation STETSON (State Troopers Enforcing Traffic Safety to Overcome Non-Compliance)
(New York)
- Scannable Crash Report (Michigan)

Other Traffic Safety Areas

- Saving Lives Through Public Awareness (New Jersey)
- Speed Limit Brochure (Minnesota)



Summer 1995

Alcohol and Other Drugs

- Habitual Offender Tally Sheets (HOT Sheets) (Ohio)
- Preventable Deaths: A DWI Public Awareness Program (New Mexico)
- Sabers and Roses (New Jersey)

Community/Corridor Traffic Safety Programs

- Community Traffic Safety Program (Kentucky)

Emergency Medical Services

- Indiana Highway Emergency Lifesaving Program (HELP) (Indiana)
- Medical Director/EMS System Video Package (Minnesota)
- Quality Assurance Program for EMT-Basic (Minnesota)

Public Health/Injury Control

- Children's Traffic Safety Program (Tennessee)
- Injury Prevention Collaboration (Colorado)
- Peer to Peer Physician Training (Pennsylvania)

Occupant Protection

- Better Safe Than Sorry Program (Washington)
- Corporate Alcohol/Safety Belt Challenge (Wisconsin)
- Third Grade Safety Belt Program (Ohio)
- Transporting Preschoolers and Children With Special Needs (Indiana)

Pedestrian/Bicycle Safety

- Bicycle Safety Mini-Contract Program for Local Law Enforcement Programs (North Carolina)
- Safe Kids on the Move (Minnesota)
- Santa Cruz County Bicycle/Pedestrian Program (California)

Traffic Records

- Combining Injury Control and Traffic Safety Initiatives (New York)

Youth Programs

- Dade County High School Alcohol and Buckle Up Prevention Program (Florida)
- Operation "Buckle Up Night" (Pennsylvania)
- Stop Underage Drinkers (SUDS) (New Jersey)
- Youth Appreciate Law Enforcement (YALE) (Virginia)

Other Traffic Safety Areas

- DWI Ad Hoc Reporting System (New Jersey)
- Non-Commercial Sustaining Announcements (NCSA) (New Jersey)
- Tri-State Traffic Safety Partners (New York, New Jersey, Connecticut)



Fall 1995

Alcohol and Other Drugs

- Delinquent OWI Fine Collection Program (Iowa)
- San Jose Police Department Traffic Enforcement Program (California)
- South Pasadena Police Department Roadside Sobriety Checkpoint Program (California)
- Statewide Roadside Sobriety Checkpoint Program for Local Law Enforcement Agencies (California)
- Talking to Your Kids About Alcohol (Washington)
- Working With Sellers and Servers to Restrict Alcohol Access to Minors (Massachusetts)

Community/Corridor Traffic Safety Programs

- Community Traffic Safety Programs for Native Americans (North Dakota/South Dakota)
- Corridor Safety Program (Washington)
- Deschutes County Corridor Safety Improvement Project (Oregon)
- Traffic Injury Prevention Program (North Carolina)

Emergency Medical Services

- Emergency Medical Services for Children (Arizona)
- Emergency Medical Services for Children (New Mexico)
- Emergency Medical Services for Children Implementation Project (South Dakota)

Motorcycle Safety

- TOP GUN Motorcycle Safety Rodeo (South Dakota)

Occupant Protection

- Corona Occupant Protection Program (California)
- Vermont KISS Program (Kids in Safety Seats) (Vermont)

Pedestrian/Bicycle Safety

- Bicycle Helmet Coupon Hotline (Washington)

Police Traffic Services

- Checkpoints and Education Traffic Safety Program (California)
- Operation SAFE Speed (Arkansas)
- Swinomish Tribe Police Traffic Services Project (Indian Nations)
- Whitfield County Speed Enforcement Program (Georgia)

Public Information and Education

- 1993 Safe Holiday Season Program (Washington, DC)
- Child Passenger Safety Promotion (Texas)
- Driver Fatigue and Its Impact on Driving (New York)

Impaired Driving

- Lafayette Alcoholic Beverage Vendor/Server Training (Louisiana)



Winter 1996

Alcohol and Other Drugs

- 3D Month Program (Oklahoma)
- Operation DWI/OBD Evaluation Project (New Mexico)
- Peer Education: INSIGHT, CATCH and PASSAGES (New Jersey)
- Seasonal Alternative Non-Alcoholic Testing Adventure (SANTA) (Washington)

Injury Prevention

- Drive Smart® Colorado (Colorado)
- Head Injury Prevention Program - Phase II (Kansas)
- Injury Control Local Health Units (New York)
- Morristown Memorial Hospital Injury Prevention Community Education Program (New Jersey)
- New York Safe Kids Coalition (New York)
- THINK FIRST of New York (New York)

Occupant Protection

- Clarke County Occupant Restraint Project (Mississippi)
- Denver Fire Department Buckle Up Kids Training (Colorado)

Police Traffic Services

- Nevada Highway Patrol Los Protectores Program (Nevada)
- Operation Partnership (Missouri)
- Traffic Safety Recognition Program (Nevada)

Safe Communities

- A Model "Safe Community" - Contra Costa County, California (California)
- Community Traffic Injury Prevention Program (North Carolina)
- Greater Dallas Injury Prevention Center (Texas)
- Loyola University Burn & Shock Trauma Institute Prevention Center (Illinois)
- Save A Life Like Yours (SALLY) (Nevada)

School Bus Safety

- School Bus Partnership (Colorado)

Youth Programs

- Give a Policeman a PAT (Police Appreciation Time) (Mississippi)
- Huntsville City Schools (Alabama)
- Safety City (New York)
- University of Southern Mississippi Youth in the Workplace Initiative (Mississippi)



Spring 1996

Alcohol and Other Drugs

- Safe & Sober Projects With Communities (Minnesota)
- UHP DUI Squad Efficiency Enhanced by Digital Dictation Equipment (Utah)
- Underage Drinker Identification Training Program (North Dakota)

Emergency Medical Services

- Bystander Trauma Care Program (Iowa)

Occupant Protection

- Babies and Air Bags Public Awareness (Missouri)
- Seat Belts and Child Safety Seats—Working Together (Vermont)

ONE DOT

- Work Zone Traffic Control Sign Package (Maine)

Police Traffic Services

- Las Vegas Seat Belt and Speed Project (Nevada)
- Pyramid Lake Speed Project (Nevada)
- San Gabriel Traffic Safety Plan (California)
- Strict Traffic Regulation Enforcement for Safe Streets (STRESS) (Kansas)
- Three Flags International Project (Washington, Oregon, British Columbia)

Safe Communities

- Building a Safe Community (Alaska)
- Harlem Hospital Safe Community (New York)

Traffic Records

- Court Abstract Transmission System (Indiana)

Youth Programs

- Arrive Alive Safe and Sober (Nebraska)
- Burgers, Fries and Jail (Michigan)
- "Get A Grip" - Youth Alcohol/Statewide Traffic Safety Training Program (Iowa)
- YMCA Resource Center "Pathways" (Delaware)



Summer 1996

Alcohol and Other Drugs

- Fatal Reality (New Hampshire)

Community/Corridor Traffic Safety Programs

- Florida Community Traffic Safety Program (Florida)

Emergency Medical Services

- Emergency Medical Services Combitube Study (Michigan)
- EMS Training Institute (Virgin Islands)
- Lifesavers Care Training (Wyoming)

Occupant Protection

- Best of Operation Buckle Down (Illinois)
- California Pickup Truck Campaign (California)
- Child Safety Seat Inspection Clinics (Indiana)
- Maryland Automotive Child Safety Seat Check-Up Day (Maryland)
- Navajo Nation Seat Belt/Community Traffic Safety Program (Navajo Nation)
- You Can Re-Lion Your Seat Belt Child Passenger Safety Week Promotion (Region III States)

Police Traffic Services

- Guaynabo Municipal Police Traffic Records (Puerto Rico)
- Laser Speed Measuring Devices (Florida)
- Marion County Traffic Safety Partnership Summer Enforcement Project (Indiana)
- Operation Aggressive Driver (Maryland)
- Operation Curb Crime (Virgin Islands)
- Oxnard DUI and Seat Belt Enforcement (California)
- Specialized Traffic Enforcement Project (STEP) Ingham County Sheriff's Department (Michigan)

Traffic Records

- Automated Citation Writing Devices (California)
- Iowa Trauma System Registry (Iowa)
- Mobile Accident Reporting System (MARS) (Iowa)
- New York CODES Project (New York)
- Total Crash Scene Mapping Stations (Minnesota)
- Utah CODES Project (Utah)



Fall 1996

Alcohol and Other Drugs

- Alcohol in School is Stupid (AISIS) (Michigan)
- Badges in Bars (Nebraska)
- Cops In Shops (North Carolina)
- Dane County DRIVING FORCE (Wisconsin)
- DUI Victim/Witness Program (South Carolina)
- Facing Alcohol Challenges Together (Indiana)
- Kansas Youth Alcohol Media Campaign: "Take a Stand" (Kansas)
- Operation Pull Over/Deal With It Corporate Sponsorship Campaign (Indiana)
- South Decatur (Junior/Senior High School) Safety Group (Indiana)
- University Presidents' Summit on Campus Alcohol Issues (Michigan)

Occupant Protection

- Buckle Up Huntsville (Alabama)
- Chicago Museum of Science and Industry Auto Safety Exhibit (Illinois)

Pedestrian/Bicycle Safety

- Bicycle Safety Education Program (California)
- Cool Cat Bicycle Helmet Program (Michigan)
- Nevada Elementary Traffic Safety Education (NETSE) (Nevada)
- Traffic Enforcement and Education Programs (California)

Police Traffic Services

- Changing Speed Limit Awareness (California)

School Bus Safety

- Safety Rating System for School Bus Loading and Unloading Zones (South Carolina)

Youth Programs

- "Arrive Alive" Alcohol Saturation Project (Missouri)
- Cross-Age Mentoring Program (Tennessee)
- Teen Court of Lincoln County (Oregon)
- Young Adult Pre-DUI Visitation Program



Winter 1997

Alcohol and Other Drugs

- Drunk Drivers: We've Got Your Number 9-1-1 (Michigan)
- Holiday OUIL Enforcement Project (Michigan)
- National Judicial College (Nevada)

Occupant Protection

- Click-It, Ticket—Safety Belt Education Awareness (South Carolina)
- The Michigan 650 (Michigan)
- Travel-Related Injury Prevention (TRIP) Program (Nebraska)

Police Traffic Services

- Cary Alcohol STEP (North Carolina)
- City of Chico Police Department (California)
- Greer Police Department Enforcement Blitz (South Carolina)
- M-59 Corridor Safety Project (Michigan)
- Police Mountain Bike Unit (New Hampshire)
- Police Traffic Services Assessment (Texas)
- Project C.E.A.S.E. (Coordinated Education, Alcohol and Speed Enforcement) (Michigan)
- Smooth Operator Program (Virginia)
- Tuscaloosa's Intersection Enforcement Project (Alabama)



Spring 1997

Alcohol and Other Drugs

- Linking Traffic Safety and Health (Nebraska)
- Public Information and Education Committee (Kansas)
- Safety Check (Alaska)

Emergency Medical Services

- Bamberg County (South Carolina)
- Camp 9-1-1 (Michigan)
- EMS Defibrillator Project (Illinois)
- EMS Distance Continuing Education Project (North Dakota)

Motorcycle Safety

- Cycle Rider Safety Training Program (Illinois)
- Indiana Motorcycle Operator Safety Education Program (Indiana)
- Neighbor Island Motorcycle Safety Instruction (Hawaii)

Occupant Protection

- Hands Across the Border (Georgia)
- Lifesaving In Any Language (California)
- Louisiana Automobile Dealers Association Quarterly Occupant Protection Campaign (Louisiana)

ONE DOT

- Vermont Truck STEP (Vermont)

Pedestrian/Bicycle Safety

- Bicycle Safety Education Program (California)
- Cool Cat Bicycle Helmet Program (Michigan)
- Nevada Elementary Traffic Safety Education (NETSE) (Nevada)
- Sandy City School District Pedestrian/Bicycle Safety (Utah)
- Trenton Pedestrian Safety Program Three E's to Increase Safety (New Jersey)

Safe Communities

- Cape Girardeau Safe Community Program (Missouri)
- Corridor Safety Project (Washington)
- Hopkinsville/Christian County Community Traffic Safety Program (Kentucky)
- Metropolitan Columbia Traffic Safety Program (South Carolina)

Youth Programs

- "You Can't Win" Zero Tolerance Campaign (Iowa)



Summer 1997

Alcohol and Other Drugs

- City of San Diego Drunk Driving Enforcement Program (California)
- Cops In Shops (Wisconsin)
- DUI/BUI Awareness and Enforcement Campaign (California)
- North Woods Driving Force (Wisconsin)
- Prosecuting the Drunk Driver (Michigan)
- Riverton Impaired Driving Program (Wyoming)
- University of California at Berkeley Traffic Safety Curriculum (California)
- Zero Tolerance Campaign (Indiana)

Motorcycle Safety

- Skills Training Advantage for Riders (STAR) (Idaho)

Occupant Protection

- Air Bag Safety: Buckle Up Everyone! Children in Back! (Delaware)
- Success By 6 (Kansas)

Pedestrian/Bicycle Safety

- Comprehensive Traffic Safety Program for All Age Groups (California)
- Orange County Bicycle Safety Project (California)

Police Traffic Services

- Hastings Police Department Speed Monitoring Awareness Project (Nebraska)
- Law Enforcement Officer Training (Indiana)
- Los Angeles Police Department Hispanic Outreach/El Protector Azul (California)

Safe Communities

- Community/Corridor Traffic Safety Project (North Dakota)
- Safe Jonesboro Coalition (Arkansas)
- Yellowstone County Traffic Safety Gophers (Montana)

Traffic Records

- Trauma System Registry (Iowa)

Youth Programs

- 888-Under 21 Project (Pennsylvania)
- Stanislaus County: The Young and the Reckless (California)
- Youth in the Workplace (Minnesota)
- Youth Traffic Safety Teacher (Hawaii)

Public Information and Education

- La Loteria del Manejo Seguro (Motor Vehicle Driver Safety) (California)



Fall 1997

Alcohol and Other Drugs

- Houston Lights On For Life Coalition (Texas)
- Policies and Programs for the 1990's (Illinois)
- Sports Marketing Program (California)
- The Car (Nebraska)
- Youth Safety Program (North Carolina)

Emergency Medical Services

- Piasa Health Care Emergency Medical Services (Illinois)

Occupant Protection

- St. Lucie County Youth Traffic Safety Program (Georgia)

Pedestrian/Bicycle Safety

- A Commitment to Traffic Safety Education (California)
- Bicycle Patrol (North Dakota)
- Bicycle Safety Program (North Carolina)
- Fulton County Pedestrian Safety Project (Georgia)
- Riley Riders Bike Safety Smart Program (Indiana)

Police Traffic Services

- Community Policing Partnership (Colorado)
- School Zone Safety Improvement Project (Washington)

Safe Communities

- Chicago Traffic Safety Task Force and Projects (Illinois)
- Hispanic Safe Communities Coalition (Illinois)

School Bus Safety

- Transporting Students With Special Needs (Iowa)

Youth Programs

- Cops in Shops (Utah)
- Elementary Traffic Safety Leadership Training (Kansas)
- Little Red Driving Hood Project (Illinois)
- Strides For Safety (North Dakota)
- Teen Court (Illinois)
- Youthful Drunk Driving Program (Oklahoma)



Winter 1998

Alcohol and Other Drugs

- Comprehensive Server Training Program (Hawaii)
- Maui Server Training Program (Hawaii)
- Maui Police Department Purchase of Preliminary Breath Testers (PBTs) (Hawaii)

Motorcycle Safety

- Share The Road (Kansas)

Occupant Protection

- Car Seat Loaner and Safety Belt Education Program (Colorado)
- Maryland Vehicle Dealers Safety Alliance Initiative (Maryland)
- SAFE KIDS Hospital Association Partnership (South Carolina)
- Walk In Our Shoes (Illinois)

ONE DOT

- Albuquerque Safe Streets (New Mexico)

Pedestrian/Bicycle Safety

- Bicycle Helmet Blitz Program (Pennsylvania)

Police Traffic Services

- Coordinated Corridor Enforcement Initiative (Iowa)

Safe Communities

- Magic Valley SAFE KIDS Coalition (Idaho)
- Wyandotte Tribal Safety and Safe Community Program

Traffic Records

- Traffic Records Blue Ribbon Competition (Maryland)
- Traffic Records System Strategic Plan (Maryland)

Youth Programs

- It's Your Choice (Montana)
- Project Extra Mile (Nebraska)

Public Information and Education

- Regional Traffic Safety Workshops (Missouri)



Spring 1998

Alcohol and Other Drugs

- DUI Interstate Partnership (Maryland, Virginia, West Virginia)
- Zero Tolerance Campaign (Iowa)

Emergency Medical Services

- Emergency Medical Services (EMS) Assessment/Reassessment (Colorado)
- Morris County Infant and Child Emergency Identification Sticker Program (New Jersey)
- Rapid Response Program (Puerto Rico)
- Vehicle Collision Rescue Delivery Project (California)

Injury Prevention

- Childhood Opportunity Zones (COZ) (Rhode Island)
- Neighborhood Traffic Control Plan: Education Component (California)

Occupant Protection

- Occupant Protection Enforcement (Georgia)
- Orange County Head Start Safety Program (Florida)
- Smart, Safe and Sober (Virginia)

ONE DOT

- Automated Enforcement Program (Maryland)
- Continuous Quality Improvement (CQI) Technical Assistance (NHTSA Region 8)

Police Traffic Services

- Operation Safe Passage (Illinois)
- Sobriety Checkpoint Program (Kansas)

Safe Communities

- Neighborhood Traffic Management Program (California)

Youth Programs

- Travis County Underage Drinking Prevention Program (Texas)

Other Traffic Safety Areas

- University of Texas at Austin College Traffic Safety Program (Texas)



Summer 1998

Alcohol and Other Drugs

- Hispanic DUI Probation Project (Idaho)

Occupant Protection

- Buckle Up America!...One Community at a Time* Local Ordinance Option (Illinois)
- Buckle Up Bowl (Missouri)
- California Department of Health Services (DHS) Vehicle Occupant Safety Program (VOSP) (California)
- D.A.S.H. Issues Program and *Buckle Up America!* (Texas)
- Living Witness Campaign (Alabama)
- Safety Belts Save Lives...You Be The Judge! (Illinois)
- Statewide Master Training and Helpline for Child Passenger Safety Program (California)
- Ted Nugent and the "Don't Be Roadkill" Campaign (Michigan)

Police Traffic Services

- Aggressive Driver/Aggressive Enforcement Campaign (New Jersey)
- Benton Police Highway Safety Program (Kentucky)
- Harrodsburg Police Highway Safety Program (Kentucky)
- Law Enforcement Activities (Missouri)

Public Information and Education

- Red Light Running Campaign Evaluation (Nebraska)

Safe Communities

- Drive Smart (Tennessee)

School Bus Safety

- Sidney's Safety Bus (Mississippi)

Youth Programs

- Project CRASH (Michigan)
- Teen Driver Program (California)
- Teens of Northeast (TONE) (Arkansas)
- Tulsa CRASH Court (Oklahoma)



Fall 1998

Alcohol and Other Drugs

- UHP DUI Squad Efficiency Enhanced by Digital Dictation Equipment (Utah)

Community/Corridor Traffic Safety Programs

- Community Traffic Safety Program (Kentucky)

Emergency Medical Services

- Iowa Trauma System Registry (Iowa)
- Rapid Response Program (Puerto Rico)

Injury Prevention

- Injury Control Local Health Units (New York)

Motorcycle Safety

- Motorcycle Safety Public Information Program (Oregon)

Occupant Protection

- Highway Safety Radio Network (HSRN) (Region 8 States)
- Navajo Nation Seat Belt/Community Traffic Safety Program (Navajo Nation)
- Nebraska Cares (Nebraska)
- Putting Belt Use On Your Mind (Georgia)
- Safety Belts and Pizza—Get 'Em Together (Region 4 States)

ONE DOT

- Albuquerque Safe Streets (New Mexico)

Other Traffic Safety Areas

- Regional Driver Education Instructor's Workshop (Pennsylvania)

Pedestrian/Bicycle Safety

- Adult Crossing Guard Workshop (Pennsylvania)
- Pasadena Safe Community Coalition (California)
- Pedestrian/Bicycle Safety (Iowa)
- Riley Riders and Striders Bike and Pedestrian Safety Smart Program (Indiana)

Police Traffic Services

- Marion County Traffic Safety Partnership Summer Enforcement Project (Indiana)
- Why Safety Belts? (Oregon)

Safe Communities

- Magic Valley SAFE KIDS Coalition (Idaho)
- Safe Communities (Iowa)



Fall 1998 (cont'd)

Youth Programs

- Project Extra Mile (Nebraska)
- STEPS (Safe Teens Empowerment Project in Salinas) (California)



Winter 1999

Alcohol and Other Drugs

- Bilingual Probation Officer Program (Idaho)
- Hot Friday Nights (Colorado)
- Traffic Safety Includes the Workplace* Symposium (Illinois)

Buckle Up America

- A.S.A.P. (Absent Student Assistant Program) (Texas)
- Batter Up and Buckle Up—A Winning Combination! (Nebraska)
- Buckle Up Kentucky Challenge (Kentucky)
- Buckling Up For Life—Safety Week in Houston (Texas)
- Cops, Docs, and Friends For Life (Illinois)
- Thank You Ticket Campaign (South Carolina)

Motorcycle Safety

- Enhanced Motorcycle Licensing Project (Minnesota)

Occupant Protection

- Primary Safety Seat Program (Ohio)
- Rollover Simulator (Connecticut)
- Summer Seat Belt Challenge (West Virginia)

Pedestrian/Bicycle Safety

- Ride Like A Pro (Georgia)

Safe Communities

- 911 Safe Community Campaign (Puerto Rico)
- Norwich Safe Communities Coalition (Connecticut)
- Project Assurance (Tennessee)
- Riverside Safe Communities (California)
- Tray Liners for Traffic Safety (Maryland)

Youth Programs

- Battle of the Belts (Maryland)
- Cyberdriver: Graduate to Safety (Illinois)
- Parental Involvement Project (Tennessee)
- Spotlight (Michigan)



Spring 1999

Alcohol and Other Drugs

- Youth Alcohol (Iowa)

Buckle Up America

- Because Life is a Long Haul* Campaign (Region 6 States)
- Buckle Up For Bucks* (Arkansas)
- Coors Brewing Company Joins the *Buckle Up America!* Campaign (Colorado)
- Nurses and Cops Caring for Contra Costa Children (California)
- Statewide Marketing and Public Awareness Program for Vehicle Occupant Protection Devices (VOPD) (Georgia)
- The CRASH (Communities for Responsible Automobile Safety Habits) Force (Texas)

Occupant Protection

- Buckle Up Your Little Wrangler (New Mexico)
- Georgians Fear Traffic Crashes (Georgia)

Pedestrian/Bicycle Safety

- Heads Up for Helmets* (Pennsylvania)
- Lodi Bicycle and Pedestrian Safety Program (California)
- Travis County SuperCyclist Project (Texas)

Police Traffic Services

- Modesto Comprehensive Traffic Safety Program (California)
- Preventing Broken Windshields* Traffic Management Seminar (Wisconsin)
- San Diego Traffic Offenders Program (STOP) Team Impound (California)
- Vallejo Enforcement of Traffic Offenders (VETO) (California)

Safe Communities

- Family Passenger Safety and Rural Safe Communities (Texas)

ONE DOT

- USDOT Safety Directory (New York, New Jersey)

Injury Prevention

- Coachella Valley Joint Powers Insurance Authority Mobile Training Unit Program (California)

Youth Programs

- Social Norming Project (Montana)

Other Traffic Safety Areas

- Commercial Motor Vehicle (CMV) Crash Evaluation (North Carolina)
- Installing a Traffic Engineer (TE) in Washtenaw and Livingston Counties (Michigan)



LOUISIANA

Majority Rules Alcohol Awareness Program

PROJECT CHARACTERISTICS Innovative or non-traditional approach Targets hard-to-reach/at risk population	PROGRAM AREA(S) Alcohol and Other Drugs Youth Programs
TYPE OF JURISDICTION University Campus	
TARGETED POPULATION(S) Students	JURISDICTION SIZE 15,300

PROBLEM IDENTIFICATION

Administrators in the Student Affairs Programs Development and Evaluation Department of Southeastern Louisiana University (SLU) were concerned about the high number of alcohol-related incidents occurring on campus during the 1997-1998 academic year. Evidence indicated that many of these incidents were precipitated by binge drinking on the part of students. The university sought to develop an alcohol awareness program for students that specifically targeted binge drinking.

GOALS AND OBJECTIVES

The *Majority Rules* Alcohol Awareness Campaign was initiated in 1998 to decrease the number of alcohol-related occurrences on the SLU campus. Using a positive social marketing approach, program planners specifically sought to:

- Decrease alcohol-related incidents on the SLU campus by 20 percent during the 1998-1999 school year
- Combine the two top priority areas of concern addressed by the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) into a successful campaign: Impaired Driving and Police Traffic Services

STRATEGIES AND ACTIVITIES

SLU officials believed that it would be most effective to focus efforts on changing students' attitudes, ultimately leading to changes in their behavior. As a result, a very positive message was developed for the campaign. Data examined from a recent study at Southern Illinois University revealed that 67 percent of student respondents indicated that they did not binge drink; 72 percent never missed a class due to drinking; and 67 percent had never driven after consuming alcohol. The *Majority Rules* campaign was designed to make SLU students aware that the majority of college populations were practicing good judgement, responsible

TRAFFIC SAFETY DIGEST

Majority Rules Alcohol Awareness Program (cont'd)

decision-making and self-discipline. This *Majority Rules* theme was developed into a logo, which was imprinted on stress balls, sports bottles and t-shirts.

The *Majority Rules* campaign was presented during National Collegiate Alcohol Awareness Week, October 19th to 23rd, 1998. Activities associated with the campaign included:

- **Dead Day in the Student Union**—The “Grim Reaper” arrived at the Student Union in a hearse, and volunteers acting as “the dead”, distributed cards reading, “I am silent today to represent one of the thousands of people killed in drunk driving crashes each year”
- **Alcohol Traffic Safety Game Show**—A professional game show was brought to the SLU campus, and participating students were asked questions to determine their knowledge about alcohol and traffic safety
- **Reverse Town Hall Meeting**—In this forum, a panel consisting of the university president, director of the campus police department, counseling center director, city district attorney, city police chief and representatives of the Illinois Central Railroad and Louisiana Operation Lifesaver asked students in the audience questions about their drinking behavior
- **Day in the Pits**—This event included games and music with a disc jockey. Students took modified field sobriety tests wearing Fatal Vision goggles
- **Mocktails/ Mock Crash**—This evening event included a presentation by a retired Mississippi State Trooper; a “Mocktails” competition, in which twenty student organizations competed to create the winning non-alcoholic beverage; and an elaborate mock fatal crash demonstration

RESULTS

The *Majority Rules* Alcohol Awareness Campaign was presented to more than 5,000 students during the 1998-1999 school year. Program data is currently being evaluated to determine whether program goals were fully realized.

FUNDING

Section 402: \$10,000

CONTACT

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CALIFORNIA

Oxnard Police Department

Regional Roadside Sobriety Checkpoint Program

PROJECT CHARACTERISTICS Easy to replicate Innovative or non-traditional approach	PROGRAM AREA(S) Alcohol and Other Drugs Police Traffic Services
TYPE OF JURISDICTION Multi-jurisdictional	
TARGETED POPULATION(S) General Population	JURISDICTION SIZE 179,000

PROBLEM IDENTIFICATION

Traffic safety data for 1994 confirmed that Oxnard, California had the highest number of alcohol-involved fatal and injury motor vehicle crashes among 39 other cities of similar size. It's neighboring city, Port Hueneme ranked 30th out of 98 cities in its size category for alcohol-involved crashes. Both cities ranked poorly in overall traffic safety. In 1995, the cities averaged more than 27 alcohol-related fatal and injury traffic crashes per month, and almost 300 total fatal and injury crashes per month.

Oxnard instituted a roadside sobriety checkpoint program focusing on impaired driving enforcement in 1995, and was successful in reducing the alcohol-involved crash rate by 35 percent in 1996. However, Oxnard police officials recognized that the checkpoints did not provide a permanent solution to impaired driving in the community, and that the DUI problems were not confined to the city limits. As a result, a joint regional effort was launched in 1997 by Oxnard and Port Hueneme incorporating training, education and public policy changes.

GOALS AND OBJECTIVES

The primary goal of the Oxnard Police Department Regional Roadside Sobriety Checkpoint Program is to reduce the number of alcohol- and speed-related motor vehicle crashes and increase the overall level of traffic safety in Oxnard and Port Hueneme. Specific objectives of this program are to:

- Decrease alcohol-related fatal and injury traffic crashes by 29 percent (from 109 in 1996, to 76 in 1998)
- Reduce speed-related fatal and injury traffic crashes by 15 percent (from 272 in 1996, to 231 in 1998)

TRAFFIC SAFETY DIGEST

Oxnard Police Department

Regional Roadside Sobriety Checkpoint Program (cont'd)

- Increase the regional seat belt use rate by 5 percent (from 81 percent in 1996, to 86 percent in 1998), and child safety seat use by 10 percent (from 72 percent in 1996, to 82 percent in 1998)
- Increase the regional bicycle helmet use rate for children under 18 years of age by 10 percent (from 29 percent in 1996 to 39 percent in 1998)

STRATEGIES AND ACTIVITIES

The Oxnard and Port Hueneme Police Departments launched the program by providing updated DUI training to 172 officers, and training in the use of the preliminary breath testing device to an additional 127 officers. A variety of promotional items including key rings, badges, bumper stickers, posters, pens and pencils, t-shirts and hats were developed for distribution at sobriety checkpoints, community traffic safety presentations, press conferences and other public events. The two police departments organized and implemented 48 driver's license and sobriety checkpoints in 1997 and 1998, at which officers distributed traffic safety educational and promotional materials to motorists. Traffic officers also provided traffic safety presentations at local elementary schools. Additional traffic safety messages were delivered to the community via newsletters and a televised *StreetBeat* program.

RESULTS

Through the efforts of the Oxnard and Port Hueneme Police Departments, the following results were achieved by the Roadside Sobriety Checkpoint Program:

- Alcohol involved fatal and injury traffic crashes in the region decreased by 45 percent (from 109 in 1996, to 60 in 1998), and total fatal and injury crashes were reduced by 4.6 percent (from 1,185 in 1996, to 1130 in 1998)
- Seat belt use increased by 9 percent (from 81 percent in 1996, to 90 percent in 1998), and child safety seat use increased 13 percent from 72 percent in 1996, to 85 percent in 1998)
- DUI arrests increased by 20 percent, from 941 to 1,135
- Issuance of speed citations increased 182 percent, from 1,825 to 5,158
- Bicycle helmet use increased 39 percent (from 29 percent to 68 percent)

FUNDING

Section 402: \$381,772

CONTACT

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WASHINGTON

Barrier Motors Volvo Child Safety Seat Program

PROJECT CHARACTERISTICS Innovative approach Easy to replicate	PROGRAM AREA(S) Buckle Up America
TYPE OF JURISDICTION City	
TARGETED POPULATION(S) General Population	JURISDICTION SIZE 86,874

PROBLEM IDENTIFICATION

Child passenger safety is a critical component of the National Highway Traffic Safety Administration's (NHTSA) *Buckle Up America!* campaign. Research indicates that the proper use of child safety seats reduces fatal crash injuries for infants under 1 year old by 69 percent, and toddlers 1 to 4 years old by 47 percent. To help the State of Washington meet national goals to reduce child occupant fatalities by 15 percent by the year 2000, NHTSA's Region 10 office assisted Barrier Motors, a Bellevue area Volvo dealership, in developing a child safety seat program.

GOALS AND OBJECTIVES

The goal of the Barrier Motors Volvo Child Safety Seat Program, developed in 1999, is to promote *Buckle Up America!*, as well as the correct use of child safety seats in the Puget Sound region of Washington. Specific objectives of the effort are to:

- Develop a partnership with the Bellevue community to encourage child passenger safety among community residents
- Investigate the feasibility of providing child safety seats, at no charge, with the purchase of a vehicle
- Choose child safety seats that are compatible with the various vehicle models sold by Barrier Motors
- Contact safety seat manufacturer representatives to purchase appropriate child safety seats in bulk

STRATEGIES AND ACTIVITIES

In 1998, staff from NHTSA's Region 10 met with dealership representatives to fully explain

Barrier Motors Volvo Child Safety Seat Program (cont'd)

the *Buckle Up America!* concept, and the importance of an automobile dealer promoting correct occupant protection use, particularly in the area of child passenger safety. A Barrier Motors Volvo staff member attended a session of the National Standardized Child Passenger Safety Certification Training, and then helped to educate other dealership employees in child passenger safety and issues relating to air bags. This allowed employees to receive "hands on" knowledge of child passenger safety. They were also given additional instruction about the occupant protection systems in their vehicles and became familiar with information provided in the owner's manual about the systems.

Because safety is still one of the top priorities concerning consumers when choosing an automobile, giving away child safety seats with a vehicle purchase is a sound investment for the dealerships. In addition to the distribution of safety seats, Barrier Motors Volvo is in the process of developing a series of occupant protection promotional materials to market their dealership program. Region 10 staff will review the materials for technical assistance and accuracy, the dealership plans to use them in their advertisements. Radio public service announcements were developed to help promote the program.

RESULTS

The Barrier Motors Volvo Child Safety Seat Program held a child passenger safety seat checkpoint in the summer of 1999. The event was well-attended, and the dealership plans to hold future checkpoint events quarterly during 2000, possibly adding a bicycle safety presentation for children.

FUNDING

None

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NEW JERSEY

Child Passenger Safety Seat Clinic

PROJECT CHARACTERISTICS Targets hard-to-reach/at risk population Increased media visibility	PROGRAM AREA(S) Buckle Up America Diversity
TYPE OF JURISDICTION State	
TARGETED POPULATION(S) Hispanic Americans	JURISDICTION SIZE 8,115,011

PROBLEM IDENTIFICATION

The Hispanic population of the United States is increasing at a rate seven times faster than the U.S. population as a whole. By the year 2000, Hispanic Americans will constitute approximately 11 percent of the population. As the Hispanic population continues to increase, the lack of safety belt use among members of this community has become a matter of increasing concern to traffic safety advocates. In particular, Hispanic children are not being properly restrained in child safety seats. As a result, motor vehicle crashes are the leading cause of death for Hispanics under the age of 24.

GOALS AND OBJECTIVES

To address the problem of low safety restraint use among Hispanics in New Jersey, the Administrator of the National Highway Traffic Safety Administration (NHTSA), joined with a New Jersey congressman to host a Child Passenger Safety Seat Clinic on June 22, 1998. Objectives of the safety seat clinic included:

- Encouraging the proper use of child passenger safety seats to reduce unnecessary and preventable injuries and fatalities
- Alerting parents to the fact that they may not be placing their children in child safety seats correctly
- Enlisting the media to publicize the event, and deliver the message to those not attending the clinic

STRATEGIES AND ACTIVITIES

The principal strategy of the Child Passenger Safety Seat Clinic was to involve the Hispanic media in covering the event for its news value, so that the child safety restraint message would be delivered to other Hispanic communities in the New York, New Jersey and

TRAFFIC SAFETY DIGEST

Child Passenger Safety Seat Clinic (cont'd)

Connecticut media market. Program developers realized that the media plays a vital role in delivering noteworthy messages to the public, and that it has the ability to influence and change behaviors and beliefs. The Region 2 Office of the National Highway Traffic Safety Administration (NHTSA) was able to attract Telemundo, one of only two Spanish language television broadcast networks in the United States, to cover the event. To attract Telemundo, Region 2 staff chose to:

- Send press advisories to media networks five days prior to the clinic
- Hold the clinic at the beginning of the week, in the early afternoon, not on the weekend
- Prepare press kits in Spanish
- Keep the press conference short, and limit the number of speakers
- Prepare talking points so that everyone remained focused on the message
- Invite Hispanic guest speakers
- Become acquainted with reporters covering safety issues, and call them personally to advise them about the clinic

RESULTS

Because Telemundo was present to cover the Child Passenger Safety Seat Clinic as a news event, Hispanic communities in New York, New Jersey and Connecticut received information on the proper use of child safety seats, and were reminded to use safety belts when traveling in a motor vehicle.

FUNDING

None

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REGION 3 STATES

Dead or Alive Crashcar Presentation

PROJECT CHARACTERISTICS Innovative or non-traditional approach	PROGRAM AREA(S) Buckle Up America
TYPE OF JURISDICTION Multi-jurisdictional	
TARGETED POPULATION(S) General Population	JURISDICTION SIZE 27,005,487

PROBLEM IDENTIFICATION

The states served by the Region 3 office of the National Highway Traffic Safety Administration (NHTSA) include Delaware, Maryland, Pennsylvania, Virginia, West Virginia and Washington, D.C. During the past five years, these states have experienced tremendous population growth, adding significantly to the traffic volume on highways throughout the region. The number of fatal and injury motor vehicle crashes occurring annually has also increased, while the rate of seat belt use has remained below the national average in some Region 3 states. Through its *Buckle Up America!* Campaign, NHTSA aims to reduce deaths and injuries from motor vehicle crashes, and increase seat belt use nationwide. A critical component of the campaign is educating the public about the dangers of traveling in a motor vehicle unrestrained.

GOALS AND OBJECTIVES

The *Dead or Alive* Crashcar Presentation is a software program, developed in 1997 by an engineering company, allows drivers to experience what actually occurs during a motor vehicle crash. The system allows a person to determine if wearing a seat belt and using air bags really does make a difference in a crash. The program's primary goal is to function as a prevention mechanism. Objectives of the *Dead or Alive* presentations are to:

- Provide an educational tool that clearly demonstrates to the user the results of using seat belts versus not using them
- Enable program users to determine which types of cars on the market today are safest in a crash
- Allow automobile manufacturers to perform fewer costly crash car tests, instead of using computer simulation to test the design of air bags and restraint systems

TRAFFIC SAFETY DIGEST

Dead or Alive Crashcar Presentation (cont'd)

STRATEGIES AND ACTIVITIES

Computer simulation of crashes has played a major role in the design of air bags and occupant restraint systems in automobiles during the past decade. Computer simulation, while expensive, is much less costly than actual car crash testing. The *Dead or Alive* software program provides a valuable educational tool for both automobile manufacturers and drivers. The software allows the user to see a computer simulation of an automobile crash with the deployment of air bags. Crashes are conducted at 35 miles per hour, and allow the user to enter personal data, including their size and weight. The user can also choose which type of vehicle to test. The program includes two main features:

- **View Function:** This is the actual simulation of the crash from 0-150 milliseconds. The person in the driver's seat is shown hitting the dashboard or the roof of the car depending on the person's height, weight, or the severity of the crash. The computer then plots out the injuries to the victim's head and chest
- **Run Function:** This function is much more traumatic in nature, as it graphically illustrates injuries from 0-20 milliseconds and 20-40 milliseconds

At the conclusion of each *Dead or Alive* demonstration, the data is used to produce a wallet-size pledge card, providing users with test results to take with them to remind them to buckle up. A matrix is also provided, based on the size and weight of the user. During the holiday season, a holiday gift check is distributed to *Dead or Alive* participants, based on the amount of money each crash would cost. The check reads: "As a result of using seat belts and air bags, please pay ____." The blank line is filled in with the dollar amount the participant would save based on the crash demonstration results. Participants endorse the check as a reminder that a pledge has been made to buckle up and use air bags.

RESULTS

The *Dead or Alive* program has been presented to drivers throughout the Region 3 states, and has been very successful in educating the public about the risks of not using seat belts and air bags.

FUNDING

None

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MARYLAND

Elephants Never Forget to Buckle Up

PROJECT CHARACTERISTICS Innovative or non-traditional approach Targets hard-to-reach/at risk population Increased media visibility	PROGRAM AREA(S) Buckle Up America
TYPE OF JURISDICTION State	
TARGETED POPULATION(S) General Population	JURISDICTION SIZE 5,134,808

PROBLEM IDENTIFICATION

When used properly, child safety seats have proven to be 71 percent effective in reducing traffic crash fatalities in children under age 5, and 67 percent effective in reducing injuries requiring hospitalization. Nationally, in 1997, the lives of 312 children under age 5 were saved because they were properly restrained in a child safety seat during a crash. To be effective, however, safety seats must be used correctly. Maryland traffic safety officials were concerned about the high rate of safety seat misuse statewide; data indicate that four out of five car seats are used improperly.

To kick-off Child Passenger Safety Week in Maryland, on February 12, 1999, staff from the National Highway Traffic Safety Administration's (NHTSA) Region 3 Office held a press conference at the Baltimore City Zoo. In front of the zoo's elephant exhibit, a new *Buckle Up America!* promotion was unveiled: *Elephants Never Forget to Buckle Up*.

GOALS AND OBJECTIVES

The *Elephants Never Forget to Buckle Up* campaign was developed by NHTSA's Region 3 Office to help children establish behavior patterns that lead to life long safety habits. Specific objectives of the effort include:

- Stressing the importance of all children being properly restrained when traveling in a motor vehicle, to reduce unnecessary and preventable injuries and fatalities
- Increasing education to Maryland residents about the proper use of occupant restraint for children of different ages
- Increasing enforcement and compliance with existing child passenger safety statutes

TRAFFIC SAFETY DIGEST

Elephants Never Forget to Buckle Up (cont'd)

STRATEGIES AND ACTIVITIES

The *Elephants Never Forget to Buckle Up* promotion unveiled a large elephant-shaped proclamation at the Baltimore City Zoo in February, 1999. The proclamation contained a commitment to “never forget to buckle up”, that was to be signed by the more than 80 representatives from police agencies and traffic safety advocates attending the event, as well as more than 100 local elementary school children present. Police representatives included: the Maryland State Police, Baltimore City Police, Baltimore County Police, Howard County Police and the Maryland Association of Chiefs of Police. Participating traffic safety advocates included: Maryland Kids in Safety Seats (Maryland Department of Health), National Safe Kids Coalition, Johns Hopkins University Center for Injury Research and Policy and Maryland Shock Trauma.

These law enforcement, health care and safety advocates formed a partnership to promote the proper use of seat belts and child safety seats throughout their communities. Stuffed elephants were distributed to all participants of the *Elephants Never Forget to Buckle Up* promotion, to reiterate the “never forget to buckle up” message.

RESULTS

Because the *Elephants Never Forget to Buckle Up* promotion has been in effect for only several months, data on increases in child occupant restraint use are not yet available. However, the program has been very well received among the participating partners, and elementary school students attending the event.

FUNDING

None

CONTACT

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REGION 5 STATES

Emergency Residency Program, NHTSA and the *Buckle Up America!* Campaign

PROJECT CHARACTERISTICS Outstanding collaborative effort	PROGRAM AREA(S) Buckle Up America Emergency Medical Services
TYPE OF JURISDICTION Multijurisdictional	
TARGETED POPULATION(S) Emergency Care Providers	JURISDICTION SIZE 46,384,041

PROBLEM IDENTIFICATION

Despite dramatic advances in health care in recent years, injuries remain a major medical problem. They are the leading cause of death for people under age 45, and are also a major drain on our society's economic resources. Motor vehicle crashes are responsible for the largest proportion of injuries.

The states supported by the Region 5 Office of the National Highway Traffic Safety Administration (NHTSA) include Illinois, Indiana, Michigan, Minnesota, Ohio and Wisconsin. Region 5 staff have long recognized the important contributions to traffic safety provided by the medical community. They are also aware that emergency physicians are in a unique position to influence the actions of those with whom they come in contact. These physicians are daily witnesses to the devastating injuries resulting from motor vehicle crashes, and the effect these crashes have on unbelted vehicle occupants, their families and friends. They know that if most motor vehicle crash victims had buckled their seat belts, they would have survived the crash or minimized their injuries.

GOALS AND OBJECTIVES

To help maximize the influence of emergency physicians on the development of their communities, Region 5 personnel provided presentations on motor vehicle injury prevention topics at either the weekly Emergency Department (ED) resident's conference or the Emergency Residency Programs in Illinois, Michigan, Minnesota and Ohio. Using information from these presentations, the physicians were better equipped to:

- Help increase seat belt and child safety seat use in their communities
- Advocate the passage of stronger seat belt laws in their home states

TRAFFIC SAFETY DIGEST

Emergency Residency Program, NHTSA and the Buckle Up America! Campaign (cont'd)

- Actively support law enforcement's efforts to aggressively enforce seat belt and child safety seat laws

STRATEGIES AND ACTIVITIES

In 1998, NHTSA Region 5 program staff began to conduct weekly presentations on crash injury prevention to ED resident's conferences and Emergency Residency Programs.

Presentation topics included:

- The *Buckle Up America!* campaign—encouraging public-private partnerships, educating the public about seat belt use, strengthening occupant protection laws and actively enforcing existing laws
- Viewing collisions as preventable “crashes”, not accidents
- Aggressive drivers—how to avoid them, and how to positively influence their behavior
- Air bag safety, seat belt use and child safety seat use

RESULTS

A total of 10 Emergency Residency Programs in the Region 5 states have invited regional office staff to speak on injury prevention topics in 1998 and 1999. Average attendance at each site varies from 25 to 60 emergency residents, emergency attending physicians, emergency and trauma nurses and emergency medical technicians (EMTs). Program evaluations following each presentation are very positive. Residency program directors have requested additional brochures and injury prevention materials to distribute to emergency physicians. These Emergency Residency Programs were often unaware of the role NHTSA plays in traffic safety, as well as the resources the agency offers. The partnership formed between NHTSA and the Emergency Residency Programs in Region 5 has been beneficial to both.

FUNDING

None

CONTACT

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WASHINGTON

Forty More Years: Survivors Lead the Way

PROJECT CHARACTERISTICS Innovative or non-traditional approach Increased media visibility	PROGRAM AREA(S) Buckle Up America
TYPE OF JURISDICTION State	
TARGETED POPULATION(S) General Population	JURISDICTION SIZE 4,866,692

PROBLEM IDENTIFICATION

In 1997, the seat belt use rate in Washington was 86 percent, one of the highest in the nation. The state has met the president's national goal for seat belt use by the year 2000, and continues to support the *Buckle Up America!* campaign, working toward the initiative's year 2005 goal of 90 percent seat belt use nationally. In an effort to encourage seat belt use among all residents of Washington, traffic safety advocates held several safety belt survivor conferences during the summer of 1998. The Washington Safety Commission's Safety Belt Survivor Conference was held in the City of Lynnwood. In addition, two day-long Safety Belt Survivor Conferences, hosted by the Washington Safety Restraint Coalition and the Washington Traffic Safety Commission, were held in Spokane and Seattle.

GOALS AND OBJECTIVES

The goal of the Safety Belt Survivor Conferences was to bring together families who had survived severe motor vehicle crashes, because they wore safety belts, to discuss ways to encourage others to buckle up. Specific objectives of the conferences were to:

- Allow survivors the opportunity to interact with representatives of law enforcement, community leaders and activists, members of public health and medical communities, media and legislators
- Discuss possible methods to persuade motorists to practice safe driving
- Use media support to publicize the importance of using seat belts, and the possible consequences of non-use

STRATEGIES AND ACTIVITIES

All three Seat Belt Survivor Conferences were held in the summer of 1998, with a wide variety of participants including traffic safety advocates, law enforcement agencies, public

TRAFFIC SAFETY DIGEST

Forty More Years: Survivors Lead the Way (cont'd)

health and medical representatives, legislators, community leaders and the local media. Traffic crash survivors recounted their stories, many of them very emotional. One man from Anacortes, Washington spoke of his experiences in two crashes, one in 1957, when seat belts had to be obtained from the airport, and one forty years later in 1997. He credited seat belt use with his survival in both cases.

The survivors' stories were filmed for use in public service announcements, and all participated in photo shoots for posters and educational brochures. "I Survived" bumper stickers and t-shirts were distributed to survivors at the conferences, along with other promotional items.

RESULTS

The Safety Belt Survivors Conferences were very successful in bringing together representatives of government, law enforcement, community leaders and crash survivors to discuss the important lessons that can be learned from those who choose to wear seat belts, and avoid serious injury in traffic crashes. Educational and promotional materials developed from the conferences are being used to increase seat belt use in Washington, to meet the national year 2005 goal of 90 percent.

FUNDING

Section 402: \$35,000

CONTACT

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REGIONS 5 and 7 STATES

Intergovernmental Partnerships—NHTSA, EPA and DOA

PROJECT CHARACTERISTICS Outstanding collaborative effort	PROGRAM AREA(S) Buckle Up America
TYPE OF JURISDICTION Multijurisdictional	
TARGETED POPULATION(S) Government Employees	JURISDICTION SIZE 58,976,833

PROBLEM IDENTIFICATION

In 1999, the Region 5 Office of the National Highway Traffic Safety Administration (NHTSA), serving Illinois, Indiana, Michigan, Minnesota, Ohio and Wisconsin, formed a partnership with the Environmental Protection Agency (EPA) to promote the *Buckle Up America!* campaign in all of its offices. *Buckle Up America!* is a national program to save lives and prevent injuries by encouraging the use of seat belts and child safety seats. NHTSA's Region 7 office, serving Iowa, Kansas, Missouri and Nebraska, entered into a similar partnership with the Department of Agriculture (DOA).

Injuries are the leading cause of death for Americans under the age of 45, and motor vehicle crashes are responsible for the largest proportion of injuries. These Federal agencies sought to combine their efforts to increase awareness of our nation's injury problem.

GOALS AND OBJECTIVES

The primary goal of the partnerships formed between NHTSA, EPA and DOA is to reduce the number of deaths and injuries on our nation's highways. To achieve these goals, the agencies collaborated to:

- Set a good example by increasing seat belt and child safety seat use among Federal employees
- Provide traffic safety training to EPA and DOA staff
- Offer incentives to employees observed wearing seat belts in observational surveys
- Generate goodwill between the participating Federal agencies

TRAFFIC SAFETY DIGEST

Intergovernmental Partnerships— NHTSA, EPA and DOA (cont'd)

STRATEGIES AND ACTIVITIES

NHTSA Region 5 representatives provided the traffic safety portion of EPA's annual safety training. Motor vehicle injury prevention was the key topic at the training event. Five individual training sessions were conducted, covering the following topics:

- The *Buckle Up America!* campaign—encouraging public-private partnerships, educating the public about seat belt use, strengthening occupant protection laws and actively enforcing existing laws
- Viewing collisions as preventable “crashes”, not accidents
- Aggressive drivers—how to avoid them, and how to positively influence their behavior
- Air bag safety, seat belt use and child safety seat use; slide presentations of unbelted crash victims were shown to emphasize the importance of seat belt use

NHTSA Region 7 representatives provided similar training presentations at three DOA sites in the Kansas City area.

RESULTS

A total of 250 EPA employees participated in the annual safety training provided by NHTSA. Course evaluations reflected the success of the presentations, with many employees distributing *Buckle Up America!* brochures and air bag safety sheets to local civic organizations and community leaders.

A total of 200 DOA employees attended the safety presentations in the Kansas City area. DOA officials will conduct on-site seat belt surveys during 1999, and provide incentives to employees who buckle up.

FUNDING

None

CONTACT

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NATIONWIDE

ONE DOT and the *Buckle Up America!* Campaign

PROJECT CHARACTERISTICS Outstanding collaborative effort	PROGRAM AREA(S) Buckle Up America ONE DOT
TYPE OF JURISDICTION National	
TARGETED POPULATION(S) General Population	JURISDICTION SIZE 273,673,590

PROBLEM IDENTIFICATION

In order to effectively and efficiently achieve its departmental strategic goals, the United States Department of Transportation (DOT) is aware that it must anticipate the requirements of the nation's transportation system, and provide leadership to ensure that DOT will fully meet America's needs in the 21st century. To meet this challenge, the concept of ONE DOT was developed.

ONE DOT will allow all the agencies of DOT to collaborate on issues such as the *Buckle Up America!* campaign, so that they can work together to identify innovative strategies to energize and mobilize their partners in traffic safety. The National Highway Traffic Safety Administration (NHTSA) has played an integral role in obtaining the support of the various DOT modes to help increase seat belt use nationally, and establishing intermodal Safe Communities programs.

GOALS AND OBJECTIVES

The NHTSA Regional Offices take a leadership role in the ONE DOT initiative through their participation in regional intermodal task forces that address transportation-related issues. The *Buckle Up America!* campaign goals of increasing seat belt use nationwide to 85 percent by the year 2000, building public-private partnerships to educate the public about seat belts laws, encouraging them to always buckle up, and increasing the enforcement of existing occupant protection laws are more effectively supported through the concept of ONE DOT.

STRATEGIES AND ACTIVITIES

Specific activities promoting the ONE DOT initiative through the *Buckle Up America!* campaign include:

- **The Saint Lawrence Seaway Development Corporation** displays a *Buckle Up for Safety* road sign at its visitor center site at the Eisenhower Lock in Massena, New York

TRAFFIC SAFETY DIGEST

ONE DOT and the *Buckle Up America!* Campaign (cont'd)

- **The Federal Aviation Administration** has formed a partnership with Delta Airlines, which encourages its passengers to buckle up on the ground and in the air
- **The United States Coast Guard** has partnered with Microsoft, who will feature Vince and Larry© public service announcements on their website
- **The Federal Transit Administration and NHTSA** have developed *Buckle Up America!* posters to display on transit vehicles nationwide
- **The Federal Railroad Administration Office and the Burlington Northern Santa Fe (BNSF) Railroad** jointly developed a *Buckle Up America!* campaign video targeting BNSF employees on the importance of using seat belts
- **The Federal Highway Administration and the Office of Motor Carriers** received a *Buckle Up America!* award for achieving 95 percent employee safety belt use
- **The Research and Special Programs Administration** has placed *Buckle Up America!* banners and posters throughout the Volpe Transportation System in Cambridge, Massachusetts

RESULTS

As a result of collaborative efforts such as these, the ONE DOT initiative is providing more efficient leadership in addressing the current and future needs of our nation's transportation system. The *Buckle Up America!* campaign is also being more effectively promoted through the concept of ONE DOT.

FUNDING

None

CONTACT

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TEXAS

Texas High School Students Take On the *Buckle Up America!* Challenge

PROJECT CHARACTERISTICS Targets hard-to-reach/at risk population	PROGRAM AREA(S) Buckle Up America Youth Programs
TYPE OF JURISDICTION State	
TARGETED POPULATION(S) Junior and Senior High School Students	JURISDICTION SIZE 19,759,614

PROBLEM IDENTIFICATION

At this time, Texas is one of only 16 states plus the District of Columbia, with a primary seat belt law, an indication of its strong commitment to traffic safety. Seat belt use in Texas during 1997 was 78 percent, considerably greater than the national average of 69 percent. In an effort to increase seat belt use throughout Texas, the Region 6 Office of the National Highway Traffic Safety Administration (NHTSA) formed a partnership with the Texas Association of Student Councils (TASC) and the Texas Education Agency, in 1998, to promote the *Buckle Up America!* campaign in high schools statewide.

GOALS AND OBJECTIVES

During 1998, staff from the Drugs, Alcohol, Safety and Health Issues (DASH) Program of the Texas Education Agency participated in a *Buckle Up America!* kickoff event. DASH encourages schools to focus on driver and traffic safety projects, providing leadership and information. Information and materials from the *Buckle Up America!* campaign were presented to the TASC for use in the state's 2000 junior and senior high schools. *Buckle Up America!* allows students to become directly involved by selecting specific issues of interest to the individual schools. Student councils can then develop their own programs encouraging seat belt use among their fellow students.

STRATEGIES AND ACTIVITIES

Buckle Up America! Action Kits were provided to each of the schools interested in setting up the campaign. These kits include campaign strategies, partnership information, NHTSA regional contacts, fact sheets, tools for initiating the programs, sample public service announcement, press releases, ad slicks and proclamations. Region 6 staff members are also available to consult with each school about the development of their individual safety projects, and to answer any questions they may have.

TRAFFIC SAFETY DIGEST

Texas High School Students Take On the *Buckle Up America!* Challenge (cont'd)

A variety of projects were conceived by the students including:

- Dum-Dum lollipops with stickers reading “I’m not a Dum-Dum—I wear my safety belt!” were distributed to the student body
- Seat belt sign-up pledge cards reading “I promise to wear my seat belt for a full year” were signed by students during lunch, and total sign-ups announced at the end of each day
- On Valentine’s Day, “If You Love Someone” candy hearts and specially designed flyers were distributed during lunch periods
- Operation Trash Bag—Trash bags containing bumper stickers, flyers, pens, buttons and other safety items were hung on the door handles of all cars in the school parking lot. Safety messages were also printed on the outside of each bag
- *Have a Safe Spring Break*—Special stickers, posters, handouts and book covers were provided by the Texas Coalition for Safety Belts, and distributed to students the week before Spring Break
- Posters that read: “Save your ugly face; Buckle Up”, to remind students to wear seat belts, were hung in school hallways

RESULTS

The effectiveness of each of these activities was measured in the schools by the use of pre- and post-activity surveys. Student council members conducted observational surveys in the school parking lot before and after program activities, evaluated the results, and submitted reports to DASH program personnel. Schools earned points for each activity they submitted. During the 1998-1999 school year, 240 schools earned awards as outstanding safety schools.

FUNDING

None

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PENNSYLVANIA

Car Seat Involved In Crash—DO NOT USE Campaign

PROJECT CHARACTERISTICS Innovative or non-traditional approach Outstanding collaborative effort Easy to replicate	PROGRAM AREA(S) Occupant Protection Emergency Medical Services
TYPE OF JURISDICTION County	
TARGETED POPULATION(S) Parents EMS Providers	JURISDICTION SIZE 561,000

PROBLEM IDENTIFICATION

Pennsylvania's Child Passenger Protection Act was signed into law in 1993, and requires that all children under age four be restrained in a Federally-approved child safety seat while traveling in a motor vehicle. Through the media, Pennsylvania parents have become aware of the importance of properly using child safety seats, and many regularly participate in child safety seat checkpoints provided by the Pennsylvania Traffic Injury Prevention Program (PA TIPP), to determine if they are using the seats correctly. When attending these checkpoints, parents complete survey forms to determine their awareness of child passenger safety practices. In analyzing completed survey forms, PA TIPP staff discovered that many parents were unaware that a car seat should not be reused if it has been involved in a traffic crash. A crash can cause unseen damage to the car seat, and its reuse may provide inadequate protection for a child. In order to make Pennsylvania parents aware of this important information, the *Car Seat Involved In Crash—DO NOT USE* Campaign was developed.

GOALS AND OBJECTIVES

The *Car Seat Involved In Crash—DO NOT USE* Campaign is a pilot program that was initiated in 1999 through the joint efforts of the Bucks County Emergency Health Services Office, Pennsylvania Department of Transportation and PA TIPP. The specific goals of this six-month effort are to:

- Increase parental awareness that child safety seats involved in traffic crashes need to be replaced. Even if a seat appears to be in good condition, hidden damage may weaken the seat and provide inadequate protection in a subsequent crash

TRAFFIC SAFETY DIGEST

Car Seat Involved In Crash—DO NOT USE Campaign (cont'd)

- Foster a cohesive working relationship between emergency medical response personnel and child safety seat advocates
- Increase awareness on the part of paramedics, emergency medical technicians (EMTs), police and fire officials about the variety of complex issues related to child passenger safety, so that they may assist parents in providing safe transportation for their children

STRATEGIES AND ACTIVITIES

Through the combined efforts of the Bucks County Emergency Health Services Office, PA TIPP, the Pennsylvania Department of Transportation and the Bucks County Safe Kids Coalition, a sticker and informational brochure were developed for the campaign. This sticker and brochure was designed to be carried on all 150 ambulances operating in Buck County, and used at the scene of a traffic crash. When emergency medical services (EMS) personnel respond to a vehicle crash involving a child safety seat, the paramedic or EMT at the scene places a sticker on the padding of the child safety seat, where a child's head would rest. In addition, an informational brochure is distributed to a responsible adult at the crash scene. This procedure is documented by EMS personnel on the trip sheet, using a designated code.

County police departments expressing interest in the program have received campaign materials, and have been requested to collect evaluation data.

RESULTS

The *Car Seat Involved In Crash—DO NOT USE Campaign* pilot program was officially launched on March 19, 1999 with a press conference sponsored by the Bucks County Commissioners and Office of Public Information. EMS personnel currently using program materials at vehicle crash scenes have reported favorable response. A formal evaluation of the program will take place in October, 1999.

FUNDING

Section 402: \$3,135

CONTACT

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CALIFORNIA

Traffic Safety Education Project

PROJECT CHARACTERISTICS Outstanding collaborative effort Innovative or non-traditional approach	PROGRAM AREA(S) Occupant Protection Bicycle/Pedestrian Safety
TYPE OF JURISDICTION County	
TARGETED POPULATION(S) General Population	JURISDICTION SIZE 76,976

PROBLEM IDENTIFICATION

Sutter County, California has experienced rapid population growth in the past decade. Between 1990 and 1994, the county's population increased 12 percent, resulting in problems in traffic and pedestrian safety. During 1995, there were a total of 573 fatal and injury motor vehicle crashes, 58 of which were alcohol-related. Twenty five of these crashes involved pedestrians.

Seat belt use surveys conducted in Sutter County in 1996 indicated an average compliance rate of 74 percent. More than 2,000 citations were written in 1996 for non-compliance with seat belt and child safety seat laws. Surveys also indicated that only 53 percent of children under age 17 wore a helmet while riding a bicycle. Many of these violators were from low-income families that could not afford proper equipment, or from families that did not understand the laws due to language barriers.

GOALS AND OBJECTIVES

To address the wide range of traffic safety issues adversely affecting its community, the Sutter County Health Department developed the Traffic Safety Education Project in 1997. The primary goals of the program were to reduce fatal and injury traffic crashes and increase compliance with occupant protection and bicycle helmet laws. Major objectives of the project included:

- Establishing a traffic safety advisory board to explore innovative solutions to existing traffic safety problems
- Conducting educational traffic safety presentations at schools, health clinics, day care centers, traffic fairs and special events throughout the county
- Offering classes to low-income residents on the proper use of bicycle helmets and child safety seats, and provide these items without cost to qualified families

TRAFFIC SAFETY DIGEST

Traffic Safety Education Project (cont'd)

- Conducting bicycle rodeos and bicycle safety workshops at schools and community events, distributing helmets, promotional and incentive items to encourage participation
- Presenting radio, newspaper and television media campaigns each year that address relevant traffic safety issues

STRATEGIES AND ACTIVITIES

The Sutter County Health Department implemented the Traffic Safety Education Project over a period of two years. A variety of educational and promotional materials were developed and distributed at numerous school and community events. These included posters, brochures, stickers, badges, press kits, wrist bands, pledges, bumper stickers, t-shirts and key rings. The health department initiated *Get Baby Buckled*, a program providing low-income families with child safety seats and training in their use. Bicycle safety workshops and rodeos were presented to county students, allowing youth hands-on training in bicycle and pedestrian safety, and providing them with free helmets. *Healthy Choices*, an innovative health education program was developed by the Sutter County Health Department to provide traffic safety education to elementary schools students. The *Every 15 Minutes* program, focusing on impaired driving, was presented to 2,800 county high school students.

RESULTS

The Traffic Safety Education Project distributed 376 child safety seats and 548 bicycle helmets to Sutter County residents in 1997 and 1998. Classroom presentations reached more than 4,000 students. The *Get Baby Buckled* program conducted 12 child safety seat check-ups, impacting 300 families. Through its participation with the traffic safety advisory board, the program established numerous working relationships with community agencies. Specific project results include the following:

- Child safety seat use in Sutter County increased 17 percent (from 63 percent in 1996 to 80 percent in 1998, and seat belt use increased by 20 percent (from 57 percent in 1996, to 77 percent in 1998)
- Bicycle helmet use among children under age 15 increased 34 percent (from 53 percent in 1996, to 87 percent in 1998), and bicycle crash fatalities decreased from 45 to 35
- Alcohol-involved fatal and injury crashes decreased from 58 in 1996, to 45 in 1998

FUNDING

Office of Traffic Safety:	\$199,634
Donations:	\$100

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COLORADO

Santa Fe Corridor Work Zone Safety Assessment

PROJECT CHARACTERISTICS Outstanding collaborative effort	PROGRAM AREA(S) ONE DOT Safe Communities
TYPE OF JURISDICTION Multi-jurisdictional	
TARGETED POPULATION(S) Motorists Highway/Construction Workers	JURISDICTION SIZE 243,048

PROBLEM IDENTIFICATION

Colorado's Santa Fe Corridor is comprised of four major cities including Denver, Englewood, Littleton and Sheridan. Numerous multi-modal and multi-jurisdictional construction projects currently underway in this area result in significant interaction between motor vehicle traffic and construction vehicles. Officials with the surface mode transportation section of the United States Department of Transportation (US DOT) were concerned that the combination of vehicle interaction and construction site work practices along the Santa Fe Corridor were presenting a potential threat to worker and motorist safety. In an effort to assure, increase and enhance safety and work practices throughout this region, the Santa Fe Work Zone Safety Assessment was initiated in 1998.

GOALS AND OBJECTIVES

Colorado had an existing set of Construction Safety Programs in use, which had proven successful in the past. In order to determine if these programs should be improved or supplanted to assure the continuation of the state's excellent safety record, an Intermodal Safety Inspection Team was assembled. This team included representatives from the Federal Transit Administration (FTA), Federal Railroad Administration (FRA), Regional Transportation District (RTD), National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration's Office of Motor Carriers (OMC). The Intermodal Safety Inspection Team was mandated to perform construction safety inspection and assessment of the safety programs, practices and enforcement of the Santa Fe Corridor light rail and highway projects. Specific objectives of the Santa Fe Work Zone Safety Assessment were:

- To organize a meeting of the Team to establish an inspection methodology, assessment protocol, parameters, time lines and reporting of findings and recommendations

TRAFFIC SAFETY DIGEST

Santa Fe Corridor Work Zone Safety Assessment (cont'd)

- To inspect all phases of the Santa Fe Corridor projects to determine their level of compliance
- To analyze railroad, light rail and highway construction safety practices in this region
- To make recommendations for change if unsafe work practices or traffic control problems exist
- To work with community and area public safety representatives to maintain safe coexistence among motorists, highway/rail construction workers, pedestrians and rail travelers

STRATEGIES AND ACTIVITIES

Intermodal Safety Inspection Team members established a protocol for conducting inspections of Santa Fe corridor construction sites. Assessment teams were dispatched to various sites, and although they identified themselves as they arrived on-site, their visits were unannounced. In this manner, they hoped to capture the true work environment. All phases of the site were then inspected and assessed for compliance with safety procedures. Recommendations for change were provided to sites with unsafe work practices or traffic control problems.

RESULTS

A total of 24 construction sites were inspected during 1998, resulting in the identification of numerous safety concerns. These included insufficient pedestrian walkways, no handicap access to temporary walkways, lack of appropriate safety gear and fall rescue systems and improper placement of barriers. Inspectors also observed positive safety practices at some sites, including good signage and well-informed safety flagmen.

All inspection sites demonstrated an overall willingness to implement the Safety Team's recommendations. In fact, many safety violations resulted from insufficient information and understanding of safety procedures. The Team recommended that future construction contract language include the requirement for contractors to provide proper safety training.

In order to better inform and involve the community, and provide a valuable opportunity to strengthen the partnering aspect of the Safe Communities concept, an information sharing and planning seminar was presented in March, 1999.

FUNDING

None

CONTACT

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COLORADO

Southwest Corridor Safety Symposium

PROJECT CHARACTERISTICS Outstanding collaborative effort	PROGRAM AREA(S) ONE DOT Safe Communities
TYPE OF JURISDICTION Multi-jurisdictional	
TARGETED POPULATION(S) • General Population	JURISDICTION SIZE 243,048

PROBLEM IDENTIFICATION

The Southwest Corridor of Colorado includes four cities: Denver, Englewood, Littleton and Sheridan. This region is currently experiencing a period of rapid growth, resulting in a wide variety of multi-modal construction projects. These projects include highway improvements, new building construction, and light rail expansion. The Denver light rail system began an enormous program of expansion into the Southwest Rail Corridor in the summer of 2000. This expansion will present significant changes and safety challenges to the communities of the Southwest Corridor.

GOALS AND OBJECTIVES

The primary goal of the Southwest Corridor Safety Symposium, presented in 1998, is to assure the safety of all residents of the rail corridor communities. Specific program objectives include:

- Forming partnerships with all government agencies affected by the expansion of the Denver light rail system into their jurisdictions
- Educating the public, law enforcement and emergency responders about the new safety hazards being introduced to the Southwest Corridor
- Assisting local communities with Safe Communities planning issues and training

STRATEGIES AND ACTIVITIES

The Southwest Corridor Safety Symposium was conceived as a joint collaborative effort between government, community and private agencies. Partnerships were formed between the Union Pacific Railroad, Burlington Northern Santa Fe Railway, Regional Transportation District (RTD) Light Rail, the Federal Transit Administration (FTA), the Federal Railroad

Southwest Corridor Safety Symposium (cont'd)

Administration (FRA), the National Highway Traffic Safety Administration (NHTSA), the Federal Highway Administration's Office of Motor Carriers (OMC), the Colorado Public Utilities Commission and the Southwest Corridor communities served by rail.

These partners envisioned the development of a seminar or forum to exchange information on safety/security issues affecting the communities between Denver and Littleton on the Southwest Rail Corridor. These issues include trespassing safety, increased traffic on the rail line and emergency response to rail incidents. Specific activities associated with the seminar included:

- Establishing a steering committee to direct symposium planning
- Empowering the group and community to address preplanning and response issues
- Developing a plan to identify and implement prevention strategies
- Assessing future community-based injury prevention and training needs
- Encouraging the development of Safe Communities programs in Littleton and Sheridan, cities that currently lack these coalitions
- Assuring adequate community, transportation and public safety preparation for the implementation of the light rail in the summer of 2000

RESULTS

The Southwest Corridor Safety Symposium was held on March 12, 1999, and was hosted by the coalition partners. Information shared during the formal presentations and discussions, as well as during the informal networking opportunities, led to the identification of additional issues and hazards to be addressed. For example, participants identified the need for an emergency response plan for law enforcement and firefighters responding to rail incidents. Specialized groups were selected whose expertise and influence directly relate to the present and potential hazards. These sub-groups meet on a regular basis to develop actions plans to address these safety issues.

FUNDING

None

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CALIFORNIA

California Science Center

Commitment to Traffic Safety Program

PROJECT CHARACTERISTICS Targets hard-to-reach/at risk population Innovative or non-traditional approach	PROGRAM AREA(S) Bicycle/Pedestrian Safety Alcohol and Other Drugs
TYPE OF JURISDICTION Multi-jurisdictional	
TARGETED POPULATION(S) General Population	JURISDICTION SIZE 2,000,000

PROBLEM IDENTIFICATION

Each year in California, children under age 15 comprise 32.1 percent of pedestrian traffic crash victims, and 33.5 percent of bicycle crash victims. These alarming statistics are exacerbated by the fact that educational budget cuts have eliminated traffic safety and driver's education and training programs in schools, losing crucial opportunities for prevention, and negatively impacting overall community safety.

The City of Los Angeles and its surrounding communities have been particularly affected by the elimination of traffic safety education in schools. The combination of severe traffic congestion and the large number of pedestrians traveling in and around the city have led to numerous traffic crashes involving pedestrians and bicyclists. In an effort to meet this community's pressing need for effective traffic safety education, the California Science Center developed an innovative new program.

GOALS AND OBJECTIVES

The Commitment to Traffic Safety Program was developed by the California Science Center in 1997 to provide an effective alternative source of public safety education at no cost to the public. Program developers envisioned the creation of a museum filled with a series of interactive, exciting exhibits that provide tangible explanations of basic traffic safety principles and the roles they play in everyday life. Specific project goals and objectives were to:

- Increase the use of bicycle helmets among children ages 5 to 18 by 35 percent (from 5 percent in 1996, to 40 percent in 1998)
- Increase the use of child safety seats for children up to 4 years of age by 15 percent (from 50 percent in 1996, to 65 percent in 1998)

TRAFFIC SAFETY DIGEST

California Science Center

Commitment to Traffic Safety Program (cont'd)

- Implement a public information campaign targeting bicycle safety, which includes age specific literature and a hands-on bicycle safety training class
- Host a Community Science Day, featuring a science carnival on public and traffic safety issues, with 3,000 children and their parents participating

STRATEGIES AND ACTIVITIES

The first phase of the California Science Center/Exposition Park, a state of the art science learning center, was completed in 1997. The Center includes four exciting and innovative traffic safety exhibits including a crash dummies safety impact test, bicycle case study, automobile design trade-offs display and an interactive drunk driving presentation. Each exhibit is fun and hands-on, stirring curiosity while teaching participants about safety.

A media event was planned to kick-off the bicycle and pedestrian safety training aspect of the program. Hands-on bicycle training classes were presented by the Department of Public Safety. During each class, a variety of educational materials were distributed to participants, along with bicycle helmets and certificates of completion.

Partnerships were formed with local clinics and schools for pregnant teens to encourage participation in child safety seat awareness classes provided by the program. Vouchers for no-cost safety seats were distributed at child safety seat program presentations.

RESULTS

More than 2 million people have visited the California Science Center since its opening. An additional traffic safety program for pre-school children has been created in the museum's Discovery Room. Specific results of the program include:

- 250,000 students have participated in the *Science Comes Alive Theater Show, The Electrical, Chemical Brain*. This presentation addresses the effects of alcohol and drugs on the brain
- More than 4,000 children and their parents attended the Center's family fun days and bicycle rodeos
- More than 6,000 children have completed the bicycle training program at the Center, and bicycle helmet use in Exposition Park has increased by 20 percent (from 5 percent in 1996, to 25 percent in 1998)

FUNDING

Office of Traffic Safety: \$382,000

CONTACT

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COLORADO

Chill: Changing the Way We Drive

PROJECT CHARACTERISTICS Outstanding collaborative effort High media visibility	PROGRAM AREA(S) Police Traffic Services Occupant Protection
TYPE OF JURISDICTION State	
TARGETED POPULATION(S) General Population	JURISDICTION SIZE 3,970,971

PROBLEM IDENTIFICATION

More than 50 percent of the motor vehicle crashes investigated by the Colorado State Patrol in 1998 were the result of motorists exceeding safe speeds, improper passing or following too closely. In a survey conducted by the Colorado Department of Transportation (CDOT) in 1998, six out of ten Colorado motorists admitted that they had engaged in aggressive driving in the past 30 days. Among the behaviors reported were tailgating (19 percent), running a red light (22 percent) and gesturing and yelling at another driver (22 percent).

As a result of this type of behavior, workers and drivers in highway work zones also face an increased risk of injury or death. In 1998, 677 traffic crashes occurred in marked work zones, resulting in five driver fatalities. Seat belt use in Colorado remains well below the national average, especially among children 4 to 15 years old (46 percent). Although Colorado has a primary seat belt law, during the past five years, 137 children ages 4 to 15 were killed in traffic crashes; 75 percent of the victims were not buckled up.

GOALS AND OBJECTIVES

During the summer of 1999, the Governor of Colorado and the CDOT made a strong commitment to reduce aggressive driving—especially in highway work zones—and increase seat belt use among children. A record number of highway construction projects were scheduled to get underway at this time, assuring increased congestion and highway worker vulnerability. To address these serious concerns, the *Chill: Changing the Way We Drive* campaign was developed. Specific objectives of the program are to:

- Increase enforcement of aggressive driving behaviors, especially in work zones
- Increase seat belt use among children ages 4 to 15
- Reduce the number of traffic crashes involving aggressive driving behaviors

TRAFFIC SAFETY DIGEST

Chill: Changing the Way We Drive (cont'd)

- Reduce the number of crash fatalities among child passengers ages 4 to 15

STRATEGIES AND ACTIVITIES

Program planners sought to develop a program that combined increased enforcement of existing traffic laws with increased public awareness of the problems caused by aggressive drivers and the potential risks of not properly restraining children riding in motor vehicles. Campaign activities include:

- Convene regularly scheduled campaign meetings with law enforcement representatives and public information staff for campaign planning, implementation and evaluation
- Contact local businesses for possible corporate sponsorships
- Develop radio campaign, distribute news releases and plan and implement media events, including a kick-off and mid-campaign event
- Develop campaign promotional items including stickers for use on hard hats
- Contact construction project engineers to identify enforcement needs
- Collect data from law enforcement agencies on enforcement activities

RESULTS

The *Chill: Changing the Way We Drive* campaign kicked-off on June 18, 1999, and is considered by CDOT to be a pilot project. Although specific data has not yet been collected on the program's effectiveness, Colorado media have been very receptive to the campaign's message.

FUNDING

Section 402:	\$407,800
State:	\$856,906

CONTACT

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CALIFORNIA

Santa Maria Police Department

Comprehensive/Community Traffic Safety Program

PROJECT CHARACTERISTICS Strong evaluation component High media visibility	PROGRAM AREA(S) Police Traffic Services Occupant Protection
TYPE OF JURISDICTION City	
TARGETED POPULATION(S) Traffic Offenders	JURISDICTION SIZE 71,000

PROBLEM IDENTIFICATION

Data collected by the California Office of Traffic Safety in 1996, revealed that the City of Santa Maria ranked first among 85 cities in its population category for total fatal and injury traffic crashes and fourth out of the 85 cities for alcohol-involved fatal and injury crashes. The city also experienced a higher than average number of speed-related, hit and run and bicycle traffic crashes. Santa Maria Police Department officials agreed to address these alarming statistics by implementing a comprehensive traffic safety program for presentation to schools and community groups.

GOALS AND OBJECTIVES

In 1997, the Santa Maria Police Department developed its Comprehensive/Community Traffic Safety Program, envisioning a specific set of goals:

- To reduce the number of alcohol-involved fatal and injury motor vehicle crashes by 49 percent (from 33 in 1996, to 18 in 1998)
- To decrease speed-related fatal and injury traffic crashes by 23 percent (from 115 in 1996, to 88 in 1998)
- To reduce the total number fatal and injury crashes by 20 percent (from 440 in 1996 to 349 in 1998), and hit and run crashes by 28 percent (from 23 in 1996, to 17 in 1998)
- To increase seat belt use by 15 percent (from 73 percent in 1996, to 88 percent in 1998)
- To increase bicycle helmet use among children under age 15 by 49 percent (from 31 percent in 1996, to 80 percent in 1998)

TRAFFIC SAFETY DIGEST

Santa Maria Police Department Comprehensive/Community Traffic Safety Program (cont'd)

- To conduct at least 24 impaired driving checkpoints throughout the city in 1998, increasing DUI arrests
- To initiate a zero tolerance policy for impounding or seizing vehicles of motorists driving with a suspended or revoked license
- To conduct 20 educational presentations on impaired driving, bicycle safety, seat belts and child restraint use to local schools and community groups

STRATEGIES AND ACTIVITIES

Additional officers were added to the police department's Traffic Bureau to increase traffic enforcement, DUI enforcement and to focus police efforts on the high number of driver's license violations contributing to Santa Maria's fatal and injury crash rate. DUI checkpoints were conducted routinely throughout the city, and were highly publicized in local newspapers and on several radio stations. These activities were coordinated with the California Highway Patrol and local chapters of Mothers Against Drunk Driving (MADD).

RESULTS

As a result of the Santa Maria Police Department Comprehensive/Community Traffic Safety Program, the following results were achieved:

- Fatal and injury traffic crashes decreased 18 percent (from 440 in 1996, to 360 in 1998), and alcohol-involved crashes decreased 48 percent (from 33 in 1996 to 17 in 1998)
- Santa Maria police conducted 24 impaired driving checkpoints, increasing DUI arrests 27 percent from 1996 to 1998
- A total of 2,641 vehicles from suspended or revoked drivers were impounded in 1998, generating \$35,488 for program use
- Seat belt compliance increased from 77 percent in 1996, to 94 percent in 1998
- The educational component of the program conducted 57 presentations to more than 12,490 area elementary school students and 12 impaired driving presentations, impacting 5,030 high school students
- Eleven bicycle rodeos were held in 1997 and 1998, reaching 737 children

FUNDING

Section 402: \$326,268

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CALIFORNIA

Stockton Police Department Vehicle Impound Program

PROJECT CHARACTERISTICS High media visibility Strong self-sufficiency program	PROGRAM AREA(S) Police Traffic Services
TYPE OF JURISDICTION City	
TARGETED POPULATION(S) Traffic Offenders	JURISDICTION SIZE 241,100

PROBLEM IDENTIFICATION

According to data compiled by the California Department of Motor Vehicles, 33 percent of the state's drivers whose license was suspended or revoked had a criminal record, and 85 percent of these motorists had used their vehicle in the commission of a crime. Further analysis revealed that suspended or revoked drivers were involved in four times as many fatal traffic crashes and six times as many injury crashes as licensed drivers. These motorists were also convicted of eleven times as many impaired driving offenses as licensed drivers. Local police officials in Stockton, California determined that the city ranked 3rd highest of 39 cities in its population group for total fatal and injury traffic crashes, 6th of 39 cities for alcohol-related fatal and injury crashes and 31st of the 39 cities for impaired driving arrests. These rankings clearly indicated a high number of motorists driving with a suspended or revoked license. However, because the county District Attorney's Office did not prosecute unlicensed and suspended driving violators due to understaffing and heavy caseload, police officers were often unable to seize vehicles operated by these unlicensed offenders.

GOALS AND OBJECTIVES

In an effort to address these serious traffic concerns, the Stockton Police Department developed the Vehicle Impound Program in 1997. This program established a mandatory towing policy for offenders caught driving with a suspended or revoked license. Specific goals of the program were to:

- Reduce fatal and injury motor vehicle crashes by 15 percent (from 1,682 in 1996, to 1,438 in 1998)
- Decrease alcohol-related fatal and injury traffic crashes by 15 percent (from 108 in 1996, to 92 in 1998)

TRAFFIC SAFETY DIGEST

Stockton Police Department Vehicle Impound Program (cont'd)

- Increase the prosecution and conviction rate of suspended and revoked drivers by 70 percent in 1998
- Increase the number of vehicles impounded from unlicensed or suspended drivers by 20 percent (from 3,304 in 1996, to 3,965 in 1998)
- Create a database to track the number of non-traffic-related arrests resulting from vehicles impounded; to help measure the program's impact on crime

STRATEGIES AND ACTIVITIES

The Stockton Police Department hired an additional officer to coordinate its program efforts and train personnel. Staff members were also added at the district attorney's office to facilitate case filings, adjudication and dispositions. Training programs were implemented to train patrol officers in DUI enforcement as well as the procedures and laws governing vehicle impoundment. These patrol officers assisted traffic officers during DUI arrests, vehicle impounding and warrant missions. An aggressive public information and education campaign stressed the consequences of driving with a suspended or revoked license.

A DUI Multiple Offender Program was implemented, targeting drivers with multiple impaired driving offenses who were suspected of continuing to drive. Stakeouts were used to conduct surveillance on these individuals, and special enforcement operations provided numerous DUI arrests and convictions.

RESULTS

The Stockton Police Department Vehicle Impound Program produced impressive results:

- Total fatal and injury traffic crashes decreased from 1,682 in 1996, to 1,606 in 1998, and alcohol-related fatal and injury crashes decreased from 108 in 1996, to 75 in 1998
- The county municipal court prosecuted 5,604 unlicensed and revoked drivers in 1998
- A total of 10,003 vehicles from suspended or revoked drivers were impounded in 1998, helping generate \$513,415 for program operation
- The 37 special enforcement missions conducted by police in 1998 resulted in 143 impaired driving arrests, 521 insurance violations and 1,262 citations

FUNDING

Section 402: \$321,587

CONTACT

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UTAH

Salt Lake County Urban Safe Communities Task Force

PROJECT CHARACTERISTICS Outstanding collaborative effort Increased media visibility	PROGRAM AREA(S) Safe Communities Police Traffic Services
TYPE OF JURISDICTION City/County	
TARGETED POPULATION(S) General Population	JURISDICTION SIZE 850,000

PROBLEM IDENTIFICATION

The communities that comprise Salt Lake City, and Salt Lake County, Utah continue to experience an increase in traffic-related problems associated with major highway construction. Youth-related traffic and alcohol-involved incidents are also a major concern in these areas. Enforcement efforts have been hampered by a lack of communication and coordination among the various jurisdictions that serve the Salt Lake region. Specific safety issues and selective community programs needed to be addressed in some local areas.

GOALS AND OBJECTIVES

To improve communication and cooperation among the law enforcement agencies serving the Salt Lake City/Salt Lake County area, the Salt Lake County Urban Safe Communities Task Force was convened in 1998. The objectives of this task force were to:

- Address community-specific traffic safety issues identified by community groups and local law enforcement agencies
- More effectively communicate problems and opportunities between the various law enforcement agencies in the region
- Use available resources in a more efficient and effective manner
- Positively impact dangerous driving behavior and the high rate of traffic crashes in participating cities throughout the metropolitan area
- Create a forum to share ideas and programs, and assist with their implementation

STRATEGIES AND ACTIVITIES

Salt Lake County Urban Safe Communities Task force members included coalitions of law

TRAFFIC SAFETY *DIGEST*

Salt Lake County Urban Safe Communities Task Force (cont'd)

enforcement agencies, local Parent Teacher Associations (PTAs) and public health agencies. Specific communities and roadway segments in the county were targeted for a combined public outreach incorporating increased enforcement and education. Individual successful programs were showcased and shared with other communities.

A series of joint seat belt and child safety seat enforcement initiatives were undertaken in the following cities: Salt Lake, Taylorsville and Midvale. Similar impaired driving and youth alcohol enforcement activities took place in the canyon areas.

RESULTS

The Salt Lake County Urban Safe Communities Task Force was very successful in its efforts to coordinate education and traffic enforcement efforts throughout the county. These joint enforcement efforts attracted mass media coverage, increasing community participation.

The Midvale community realized a 75 percent reduction in juvenile truancy, resulting in a 75 percent decrease in youth traffic crashes and a 50 percent drop in burglaries. The countywide *Safe Passage* program, designed to address child abductions, resulted in a 50 percent decrease in pedestrian and bicycle crashes.

The Task Force was also responsible for initiating administrative changes in the District Attorney's Office to allow law enforcement officers to more easily issue traffic citations in neighboring jurisdictions.

FUNDING

Section 402: \$16,170

CONTACT

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CROSS REFERENCE

Alcohol and Other Drugs

- ◆ 888-Under 21 Project (Pennsylvania) [*Youth Programs*]
- ◆ 1991 Law Enforcement Safety Belt Challenge (Wisconsin) [*Occupant Protection*]
- ◆ 3D Month Program (Oklahoma)
- ◆ A Commitment to Traffic Safety Education (California) [*Pedestrian/Bicycle Safety*]
- ◆ Alcohol In School Is Stupid (AISIS) (Michigan)
- ◆ Arrive Alive Safe and Sober (Nebraska) [*Youth Programs*]
- ◆ Badges in Bars (Nebraska)
- ◆ Bilingual Probation Officer Program (Idaho)
- ◆ BOUNCERS (Business Opposed to Underage Consumption and Irresponsible Selling) (Illinois)
- ◆ Burgers, Fries and Jail (Michigan) [*Youth Programs*]
- ◆ California Highway Patrol (CHP) Designated Driver Program (California)
- ◆ California Licensee Education on Alcohol (LEAD) (California)
- ◆ California Science Center Commitment to Traffic Safety Program (California) [*Pedestrian/Bicycle Safety*]
- ◆ Chicago Museum of Science and Industry Auto Safety Exhibit (Illinois) [*Occupant Protection*]
- ◆ City of Chico Police Department (California) [*Police Traffic Services*]
- ◆ City of San Diego Drunk Driving Enforcement Program (California)
- ◆ Comprehensive EMS/Highway Safety Program (New Jersey) [*Emergency Medical Services*]
- ◆ Comprehensive Server Training Program (Hawaii)
- ◆ Comprehensive Traffic Safety Program for All Age Groups (California) [*Pedestrian/Bicycle Safety*]
- ◆ Cops In Shops (North Carolina)
- ◆ Cops In Shops (Texas)
- ◆ Cops In Shops (Utah) [*Youth Programs*]
- ◆ Cops In Shops (Wisconsin)
- ◆ Corporate Alcohol/Safety Belt Challenge (Wisconsin) [*Occupant Protection*]
- ◆ Corridor Safety Project (Washington) [*Safe Communities*]
- ◆ Crime Lab Fund Tracking (New Mexico)
- ◆ Dade County High School Alcohol and Buckle Up Prevention Program (Florida) [*Youth Programs*]
- ◆ Dane County DRIVING FORCE (Wisconsin)
- ◆ Delaware-Madison County DUI Task Force (Indiana)
- ◆ Delinquent OWI Fine Collection Program (Iowa)
- ◆ Drive Smart Colorado (Colorado) [*Injury Prevention*]
- ◆ Drunk Drivers: We've Got Your Number 9-1-1 (Michigan)
- ◆ DUI Interstate Partnership (Maryland, Virginia, West Virginia)
- ◆ DUI Prosecution Coordination Project (Hawaii)
- ◆ DUI Victim/Witness Program (South Carolina)
- ◆ DUI/BUI Awareness and Enforcement Program (California)
- ◆ DWI Ad Hoc Reporting System (New Jersey) [*Other Traffic Safety Areas*]
- ◆ DWI Blanket Patrols - Albany County (New York) [*Police Traffic Services*]
- ◆ DWI Fine Collection Program (Iowa)
- ◆ DWI Offender Driver License Examination (Minnesota)
- ◆ Elementary Traffic Safety Leadership Training (Kansas) [*Youth Programs*]
- ◆ Facing Alcohol Challenges Together (Indiana)
- ◆ Fatal Reality (New Hampshire)
- ◆ "Get A Grip" - Youth Alcohol/Statewide Traffic Safety Training Program (Iowa) [*Youth Programs*]

Project summaries are listed under their major program area, unless otherwise noted by [].

CROSS REFERENCE (cont'd)

Alcohol and Other Drugs (cont'd)

- ◆ Governor's DUI Task Force (Montana)
- ◆ Habitual Offender Project (Virginia)
- ◆ Habitual Offender Tally Sheets (HOT Sheets) (Ohio)
- ◆ Hispanic DUI Probation Project (Idaho)
- ◆ Holiday OUIL Enforcement Project, Flint Police Department (Michigan)
- ◆ Hot Friday Nights (Colorado)
- ◆ Houston Lights On For Life Coalition (Texas)
- ◆ Indiana Motorcycle Operator Safety Education Program (Indiana) [*Motorcycle Safety*]
- ◆ Injury Prevention Program (Illinois) [*Youth Programs*]
- ◆ It's Your Choice (Montana) [*Youth Programs*]
- ◆ Kansas Youth Alcohol Media Campaign: "Take a Stand" (Kansas)
- ◆ Lafayette Alcoholic Beverage Vendor/Server Training (Louisiana)
- ◆ Law Enforcement Assistance Fund (Colorado) [*Police Traffic Services*]
- ◆ Lee County Sheriff's Office/Keokuk Police Department Cooperative Alcohol Enforcement Effort (Iowa)
- ◆ Linking Traffic Safety and Health (Nebraska)
- ◆ Little Red Driving Hood Project (Illinois) [*Youth Programs*]
- ◆ Low Manpower Sobriety Checkpoint Training (Nevada)
- ◆ *Majority Rules* Alcohol Awareness Program (Louisiana)
- ◆ Maui Police Department Purchase of Preliminary Breath Testers (PBTs) (Hawaii)
- ◆ Maui Server Training Program (Hawaii)
- ◆ Massachusetts Head Injury Association's Occupant Protection Program (Massachusetts) [*Occupant Protection*]
- ◆ Motor Vehicle Homicide Seminar (New Hampshire)
- ◆ National Judicial College (Nevada)
- ◆ Older Driver/Pedestrian Conference (Arizona) [*Joint FHWA/NHTSA Initiatives*]
- ◆ Operation Curb Crime (Virgin Islands) [*Police Traffic Services*]
- ◆ Operation DWI/OBD Evaluation Project (New Mexico)
- ◆ Operation Pull Over/Deal With It Corporate Sponsorship Campaign (Indiana)
- ◆ Operation R.I.D.E. (New Jersey) [*Emergency Medical Services*]
- ◆ Operation Safe Passage (Illinois) [*Police Traffic Services*]
- ◆ Operation Zero Tolerance (Alabama)
- ◆ OWI Fine Collection Program (Iowa)
- ◆ Oxnard DUI and Seat Belt Enforcement (California) [*Police Traffic Services*]
- ◆ Oxnard Police Department Regional Roadside Sobriety Checkpoint Program (California)
- ◆ Peer Education: INSIGHT, CATCH and PASSAGES (New Jersey)
- ◆ Preventable Deaths: A DWI Public Awareness Program (New Mexico)
- ◆ Phoenix Prosecutors' DUI Training Program (Arizona)
- ◆ Policies and Programs for the 1990's (Illinois)
- ◆ Presiding Judge-Municipal Courts DWI Project (New Jersey)
- ◆ Preventable Deaths: A DWI Public Awareness Program (New Mexico)
- ◆ *Preventing Broken Windshields* Traffic Management Seminar (Wisconsin) [*Police Traffic Services*]
- ◆ Project Extra Mile (Nebraska) [*Youth Programs*]
- ◆ Public Information and Education Committee (Kansas)
- ◆ Pulaski Highway Impaired Driving Project (Maryland)
- ◆ Responsible Alcohol Management Program (Pennsylvania)
- ◆ Roadside Safety Checks (Illinois)
- ◆ Sabers and Roses (New Jersey)

CROSS REFERENCE (cont'd)

Alcohol and Other Drugs (cont'd)

- ◆ Safe & Sober Projects With Communities (Minnesota)
- ◆ Safe And Vital Employees (Maryland)
- ◆ Safety Check (Alaska)
- ◆ San Jose Police Department Traffic Enforcement Program (California)
- ◆ Saving Lives Through Public Awareness (New Jersey) [*Occupant Protection*]
- ◆ Seasonal Alternative Non-Alcoholic Testing Adventure (SANTA) (Washington)
- ◆ Smart, Safe and Sober (Virginia) [*Occupant Protection*]
- ◆ Smooth Operator Program (Virginia) [*Police Traffic Services*]
- ◆ Social Norming Project (Montana) [*Youth Programs*]
- ◆ South Decatur (Junior/Senior High School) Safety Group (Indiana)
- ◆ South Pasadena Police Department Roadside Sobriety Checkpoint Program (California)
- ◆ Southern Ute Highway Safety Program (Colorado) [*Community/Corridor Traffic Safety Programs*]
- ◆ Sports Marketing Program (California)
- ◆ Spotlight (Michigan) [*Youth Programs*]
- ◆ STEPS (Safe Teens Empowerment Project in Salinas) (California) [*Youth Programs*]
- ◆ St. Lucie County Youth Traffic Safety Program (Florida) [*Occupant Protection*]
- ◆ Stanford Community Responsible Hospitality Project (California) [*Youth Programs*]
- ◆ Stanislaus County: The Young and the Reckless (California) [*Youth Programs*]
- ◆ Statewide Roadside Sobriety Checkpoint Program for Local Law Enforcement Agencies (California)
- ◆ STOP-DWI - Clinton County/Plattsburg AFB (New York)
- ◆ Stop Underage Drinkers (SUDS) (New Jersey) [*Youth Programs*]
- ◆ Street Smarts (Pennsylvania) [*Occupant Protection*]
- ◆ Strides For Safety (North Dakota) [*Youth Programs*]
- ◆ Suspended Driver's License Enforcement Program (California)
- ◆ Talking to Your Kids About Alcohol (Washington)
- ◆ Teen Court (Illinois) [*Youth Programs*]
- ◆ Teens of Northeast Youth Intervention Program (Arkansas) [*Youth Programs*]
- ◆ The Car (Nebraska)
- ◆ Traffic Accident Reduction Goals and Enforcement Techniques (TARGET) (Nevada)
- ◆ Traffic Enforcement and Education Programs (California) [*Pedestrian/Bicycle Safety*]
- ◆ *Traffic Safety Includes the Workplace* Symposium (Illinois)
- ◆ Travis County Underage Drinking Prevention Program (Texas) [*Youth Programs*]
- ◆ UHP DUI Squad Efficiency Enhanced by Digital Dictation Equipment (Utah)
- ◆ Underage Drinker Identification Training Program (North Dakota)
- ◆ University of California at Berkeley Traffic Safety Curriculum (California)
- ◆ University Presidents' Summit on Campus Alcohol Issues (Michigan)
- ◆ Victims Impact Panel of Oklahoma (Oklahoma)
- ◆ Working With Sellers and Servers to Restrict Alcohol Access to Minors (Massachusetts)
- ◆ YMCA Resource Center "Pathways" (Delaware) [*Youth Programs*]
- ◆ "You Can't Win" Zero Tolerance Campaign (Iowa) [*Youth Programs*]
- ◆ Young Adult Pre-DUI Visitation Program (California) [*Youth Programs*]
- ◆ Youth Alcohol (Iowa)
- ◆ Youth in the Workplace (Minnesota) [*Youth Programs*]
- ◆ Youth Safety Program (North Carolina)
- ◆ Youth Traffic Safety Teacher (Hawaii) [*Youth Programs*]
- ◆ Youthful Drunk Driving Program (Oklahoma) [*Youth Programs*]
- ◆ Youthful DUI Offender Project (Missouri) [*Youth Programs*]
- ◆ Zero Tolerance Campaign (Indiana)
- ◆ Zero Tolerance Campaign (Iowa)

CROSS REFERENCE (cont'd)

Buckle Up America

- ◆ A.S.A.P. (Absent Student Assistant Program) (Texas)
- ◆ Barrier Motors Volvo Child Safety Seat Program (Washington)
- ◆ Batter Up and Buckle Up—A Winning Combination! (Nebraska)
- ◆ *Because Life is a Long Haul* Campaign (Region 6 States)
- ◆ *Buckle Up For Bucks* (Arkansas)
- ◆ Buckle Up Kentucky Challenge (Kentucky)
- ◆ Buckling Up For Life—Safety Week in Houston (Texas)
- ◆ Child Passenger Safety Seat Clinic (New Jersey)
- ◆ Coors Brewing Company Joins the *Buckle Up America!* Campaign (Colorado)
- ◆ Cops, Docs, and Friends For Life (Illinois)
- ◆ *Dead or Alive* Crashcar Presentation (Region 3 States)
- ◆ *Elephants Never Forget to Buckle Up* (Maryland)
- ◆ Emergency Residency Program, NHTSA and the *Buckle Up America!* Campaign (Region 5 States)
- ◆ Forty More Years: Survivors Lead the Way (Washington)
- ◆ Intergovernmental Partnerships—NHTSA, EPA and DOA (Regions 5 and 7 States)
- ◆ Nurses and Cops Caring for Contra Costa Children (California)
- ◆ ONE DOT and the *Buckle Up America!* Campaign (Nationwide)
- ◆ Safety Belts and Pizza—Get 'Em Together (Region 4 States)
- ◆ Statewide Marketing and Public Awareness Program for Vehicle Occupant Protection Devices (VOPD) (Georgia)
- ◆ Texas High School Students Take On the *Buckle Up America!* Challenge (Texas)
- ◆ Thank You Ticket Program (South Carolina)
- ◆ The CRASH (Communities for Responsible Automobile Safety Habits) Force (Texas)

Community/Corridor Traffic Safety Programs

- ◆ Community Traffic Injury Prevention Program (New York)
- ◆ Community Traffic Safety Grants Program (Rhode Island) [*Injury Prevention*]
- ◆ Community Traffic Safety Program (Kentucky)
- ◆ Community Traffic Safety Programs for Native Americans (North Dakota/South Dakota)
- ◆ Cornhusker Highway Community/Corridor Traffic Safety Project (Nebraska)
- ◆ Corridor Safety Improvement (Oregon) [*Joint FHWA/NHTSA Initiatives*]
- ◆ Corridor Safety Program (Washington)
- ◆ Corridor/Community Traffic Safety Program (Colorado) [*Joint FHWA/NHTSA Initiatives*]
- ◆ Deschutes County Corridor Safety Improvement Project (Oregon)
- ◆ Florida Community Traffic Safety Program (Florida)
- ◆ Josephine County Traffic Safety Project (Oregon)
- ◆ Keep Boston Moving Safely (Massachusetts)
- ◆ Lafayette Alcoholic Beverage Vendor/Server Training (Louisiana) [*Alcohol and Other Drugs*]
- ◆ Lincoln-Lancaster County Health Department Traffic Safety Program (Nebraska)
[*Injury Prevention*]
- ◆ Miller County Community Traffic Safety Project (Arkansas)
- ◆ Navajo Nation Seat Belt/Community Traffic Safety Program (Navajo Nation)
[*Occupant Protection*]
- ◆ Northern Panhandle Regional Highway Safety Program (West Virginia)
[*Joint FHWA/NHTSA Initiatives*]
- ◆ Operation Western 9 (Western U.S.) [*Joint FHWA/NHTSA Initiatives*]
- ◆ Pacific Coast Highway Safety Corridor Task Force (California) [*Joint FHWA/NHTSA Initiatives*]

CROSS REFERENCE (cont'd)

Community/Corridor Traffic Safety Programs (cont'd)

- ◆ Pulaski Highway Impaired Driving Project (Maryland) [*Alcohol and Other Drugs*]
- ◆ Safety Integration into Metropolitan Planning Organization Activities (Michigan)
[*Joint FHWA/NHTSA Initiatives*]
- ◆ Smooth Operator (California) [*Joint FHWA/NHTSA Initiatives*]
- ◆ Southern Ute Highway Safety Program (Colorado)
- ◆ Springfield Comprehensive Traffic Safety Program (Illinois)
- ◆ Stratford Community Traffic Safety Program (Connecticut) [*Injury Prevention*]
- ◆ Traffic Injury Prevention Program (North Carolina)
- ◆ Traffic Safety Cities Conference (Nevada)
- ◆ Traffic Safety O.N.E. (Vermont)
- ◆ Triple Jeopardy (Tennessee)
- ◆ Washington State Corridor Traffic Safety Program (Washington)
[*Joint FHWA/NHTSA Initiatives*]
- ◆ West Valley Community Traffic Safety Pedestrian Program (Utah) [*Youth Programs*]

Diversity

- ◆ Child Passenger Safety Seat Clinic (New Jersey) [*Buckle Up America*]

Emergency Medical Services

- ◆ 911 Safe Community Campaign (Puerto Rico) [*Safe Communities*]
- ◆ "A TIP From EMS" (Wisconsin) [*Youth Programs*]
- ◆ Bamberg County (South Carolina)
- ◆ Bystander Trauma Care Program (Iowa)
- ◆ Camp 9-1-1 (Michigan)
- ◆ *Car Seat Involved In Crash—DO NOT USE* Campaign (Pennsylvania) [*Occupant Protection*]
- ◆ Comprehensive EMS/Highway Safety Program (New Jersey)
- ◆ Emergency Cellular Phone System (Pennsylvania) [*Joint FHWA/NHTSA Initiatives*]
- ◆ Emergency Medical Services (Iowa)
- ◆ Emergency Medical Services (EMS) Assessment/Reassessment (Colorado)
- ◆ Emergency Medical Services Combitube Study (Michigan)
- ◆ Emergency Medical Services for Children (Arizona)
- ◆ Emergency Medical Services for Children (New Mexico)
- ◆ Emergency Medical Services for Children Implementation Project (South Dakota)
- ◆ EMS Defibrillator Project (Illinois)
- ◆ EMS Distance Continuing Education Project (North Dakota)
- ◆ EMS Training Institute (Virgin Islands)
- ◆ EMS Training Project (Nebraska) [*Injury Prevention*]
- ◆ Emergency Residency Program, NHTSA and the *Buckle Up America!* Campaign (Region 5 States)
[*Buckle Up America*]
- ◆ Extrication Project (North Dakota)
- ◆ Incident Management (Utah) [*Joint FHWA/NHTSA Initiatives*]
- ◆ Indiana Highway Emergency Lifesaving Program (HELP) (Indiana)
- ◆ Iowa Trauma System Registry (Iowa)
- ◆ Legacy Emmanuel Hospital Trauma Nurses Talk Tough (Oregon) [*Injury Prevention*]
- ◆ Lifesavers Care Training (Wyoming)
- ◆ Medical Director/EMS System Video Package (Minnesota)
- ◆ Morris County Infant and Child Emergency Identification Sticker Program (New Jersey)
- ◆ North Coast Emergency Medical Services Adopt-A-Call Box Program (California)
- ◆ Operation R.I.D.E. (New Jersey)

CROSS REFERENCE (cont'd)

Emergency Medical Services (cont'd)

- ◆ Piasa Health Care Emergency Medical Services (Illinois)
- ◆ Pre-Hospital Database Project (Oregon) [*Traffic Records*]
- ◆ Quality Assurance Program for EMT-Basic (Minnesota)
- ◆ Rapid Response Program (Puerto Rico)
- ◆ Rural EMS Conference (Michigan) [*Injury Prevention*]
- ◆ Rural EMS Training (Nevada)
- ◆ Saved By the Helmet Club (Washington) [*Pedestrian/Bicycle Safety*]
- ◆ Self-Sustaining Emergency Medical Service Pilot Training Program (New Jersey)
- ◆ Southern Ute Highway Safety Program (Colorado) [*Community/Corridor Traffic Safety Programs*]
- ◆ Spectrum of Prevention - A New Approach to Highway Safety Planning (Nevada)
[*Injury Prevention*]
- ◆ Statewide Marketing and Public Awareness Program for Vehicle Occupant Protection Devices (VOPD) (Georgia) [*Buckle Up America*]
- ◆ Trauma Referral System (South Carolina)
- ◆ Vehicle Collision Rescue Delivery Project (California)
- ◆ Volunteer 1st Responder Training and Equipment (Georgia)
- ◆ Walk In Our Shoes (Illinois) [*Occupant Protection*]

Injury Prevention

- ◆ A Model "Safe Community" - Contra Costa County, California (California) [*Safe Communities*]
- ◆ Bicycle Helmet Coupon Hotline (Washington) [*Pedestrian/Bicycle Safety*]
- ◆ Building a Safe Community (Alaska) [*Safe Communities*]
- ◆ Bystander Trauma Care Program (Iowa) [*Emergency Medical Services*]
- ◆ Camp 9-1-1 (Michigan) [*Emergency Medical Services*]
- ◆ Chicago Museum of Science and Industry Auto Safety Exhibit (Illinois) [*Occupant Protection*]
- ◆ Childhood Opportunity Zones (COZ) (Rhode Island)
- ◆ Children's Traffic Safety Program (Tennessee)
- ◆ Coachella Valley Joint Powers Insurance Authority (CVJPIA) Mobile Training Unit (MTU) Program (California)
- ◆ Combining Injury Control and Traffic Safety Initiatives (New York) [*Traffic Records*]
- ◆ Community Traffic Safety Grants Program (Rhode Island)
- ◆ Drive Smart® Colorado (Colorado)
- ◆ EMS Training Project (Nebraska)
- ◆ Harlem Hospital Safe Communities (New York) [*Safe Communities*]
- ◆ Head Injury Prevention Program: Phase II (Kansas)
- ◆ Hispanic Safe Communities Coalition (Illinois) [*Safe Communities*]
- ◆ Injury Control Local Health Units (New York)
- ◆ Injury Prevention Collaboration (NHTSA Region VIII)
- ◆ Legacy Emmanuel Hospital Trauma Nurses Talk Tough (Oregon)
- ◆ Lincoln-Lancaster County Health Department Traffic Safety Program (Nebraska)
- ◆ Linking Traffic Safety and Health (Nebraska) [*Alcohol and Other Drugs*]
- ◆ Loyola University Burn and Shock Trauma Institute Prevention Center (Illinois) [*Safe Communities*]
- ◆ Magic Valley SAFE KIDS Coalition (Idaho) [*Safe Communities*]
- ◆ Marathon County Public Health Department Child Passenger Safety Program (Wisconsin)
- ◆ Morristown Memorial Hospital Injury Prevention Community Education Program (New Jersey)
- ◆ Motorcycle Helmet Law Evaluation (California) [*Motorcycle Safety*]
- ◆ Neighborhood Traffic Control Plan: Education Component (California)
- ◆ New York Safe Kids Coalitions (New York)

CROSS REFERENCE (cont'd)

Injury Prevention (cont'd)

- ◆ North Dakota Nurses' Seat Belt Project (North Dakota)
- ◆ Orange County Head Start Safety Program (Florida) [*Occupant Protection*]
- ◆ Peer to Peer Physician Training (Pennsylvania)
- ◆ Riverside Safe Communities (California) [*Safe Communities*]
- ◆ Rural EMS Conference (Michigan)
- ◆ Save a Life Like Yours (SALLY) (Nevada)
- ◆ Southeast Region Injury Control Network (Southeastern States)
- ◆ Spectrum of Prevention - A New Approach to Highway Safety Planning (Nevada)
- ◆ Success By 6 (Kansas) [*Occupant Protection*]
- ◆ THINK FIRST of New York (New York)
- ◆ Transporting Preschoolers and Children With Special Needs (Indiana) [*Occupant Protection*]

Motorcycle Safety

- ◆ Cycle Rider Safety Training Program (Illinois)
- ◆ Enhanced Motorcycle Licensing Project (Minnesota)
- ◆ "Get in Gear" and "Ride Straight" Programs (Wisconsin)
- ◆ Indiana Motorcycle Operator Safety Education Program (Indiana)
- ◆ Motorcycle Helmet Law Evaluation (California)
- ◆ Motorcycle Rider Education Program (Colorado)
- ◆ Motorcycle Rider Education Program (Connecticut)
- ◆ Motorcycle Safety Program (Nebraska)
- ◆ Motorcycle Safety Public Information Program (Oregon)
- ◆ Neighbor Island Motorcycle Safety Instruction (Hawaii)
- ◆ New Orleans Traffic Court, Occupant Restraint and Motorcycle Helmet Compliance Program (Louisiana) [*Occupant Protection*]
- ◆ North Carolina Motorcycle Safety Education Program (NCMSEP) (North Carolina)
- ◆ Rural Community Occupant Protection and Motorcycle Incentive Project (Texas) [*Occupant Protection*]
- ◆ Share The Road (Kansas)
- ◆ Skills Training Advantage for Riders (STAR) (Idaho)
- ◆ TOP GUN Motorcycle Safety Rodeo (South Dakota)
- ◆ Wyoming Motorcycle Rider Training Program (Wyoming)

Occupant Protection

- ◆ 100% Platinum Pacesetter Safety Belt Honor Roll (Maryland)
- ◆ 1991 Law Enforcement Safety Belt Challenge (Wisconsin)
- ◆ 1992 Black Community Safety Belt Challenge (Ohio)
- ◆ 1994 Child Passenger Safety Week Campaign (Pennsylvania)
- ◆ A Commitment to Traffic Safety Education (California) [*Pedestrian/Bicycle Safety*]
- ◆ A.S.A.P. (Absent Student Assistant Program) (Texas) [*Buckle Up America*]
- ◆ Air Bag Safety: Buckle Up Everyone! Children in Back! (Delaware)
- ◆ Battle of the Belts (Maryland) [*Youth Programs*]
- ◆ The Best of Operation Buckle Down (Illinois)
- ◆ Better Safe Than Sorry Program (Washington)
- ◆ Brookfield High School DECA Chapter (Missouri) [*Youth Programs*]
- ◆ Buckle Down Media Relations (Minnesota)

CROSS REFERENCE (cont'd)

Occupant Protection (cont'd)

- ◆ *Buckle Up America!...One Community at a Time* Local Ordinance Option (Illinois)
- ◆ Buckle Up Bowl
- ◆ Buckle Up Donora (Pennsylvania)
- ◆ *Buckle Up For Bucks* (Arkansas) [*Buckle Up America*]
- ◆ Buckle Up Huntsville (Alabama)
- ◆ Buckle Up Kentucky Challenge (Kentucky) [*Buckle Up America*]
- ◆ Buckle Up Your Little Wrangler (New Mexico)
- ◆ California Department of Health Services (DHS) Vehicle Occupant Safety Program (VOSP) (California)
- ◆ California Pickup Truck Campaign (California)
- ◆ Car Seat Loaner and Safety Belt Education Program (Colorado)
- ◆ *Car Seat Involved In Crash—DO NOT USE* Campaign (Pennsylvania)
- ◆ Chicago Museum of Science and Industry Auto Safety Exhibit (Illinois)
- ◆ Child Passenger Safety Violator Course (Texas)
- ◆ Child Restraint Infraction Deterrence Sites (CIDS) (Washington, DC)
- ◆ Child Safety Seat Inspection Clinics (Indiana)
- ◆ Child Safety Seat Program (Oregon)
- ◆ Child Safety Seat Roadblocks (Georgia)
- ◆ Children's Traffic Safety Program (Tennessee) [*Injury Prevention*]
- ◆ *Chill: Changing the Way We Drive* (Colorado) [*Police Traffic Services*]
- ◆ Coors Brewing Company Joins the *Buckle Up America!* Campaign (Colorado) [*Buckle Up America*]
- ◆ Family Passenger Safety and Rural Safe Communities (Texas) [*Safe Communities*]
- ◆ Fatal Reality (New Hampshire) [*Alcohol and Other Drugs*]
- ◆ Georgians Fear Traffic Crashes (Georgia)
- ◆ Getting You There Safely Seat Belt Use Campaign (Nevada)
- ◆ Hands Across the Border (Georgia)
- ◆ Highway Safety Radio Network (HSRN) (Region 8 States)
- ◆ Hopkinsville/Christian County Community Traffic Safety Program (Kentucky) [*Safe Communities*]
- ◆ Infants and Air Bag Public Awareness (Missouri)
- ◆ Lifesaving In Any Language (California)
- ◆ Living Witness Campaign (Alabama)
- ◆ Louisiana Automobile Dealers Association Quarterly Occupant Protection Campaign (Louisiana)
- ◆ M-59 Corridor Safety Project (Michigan) [*Police Traffic Services*]
- ◆ Marathon County Public Health Department Child Passenger Safety Program (Wisconsin) [*Injury Prevention*]
- ◆ Maryland Automotive Child Safety Seat Check-Up Day (Maryland)
- ◆ Maryland Vehicle Dealers Safety Alliance Initiative (Maryland)
- ◆ Massachusetts Head Injury Association's Occupant Protection Program (Massachusetts)
- ◆ Metropolitan Columbia Traffic Safety Program (South Carolina) [*Safe Communities*]
- ◆ Morris County Infant and Child Emergency Identification Sticker Program (New Jersey) [*Emergency Medical Services*]
- ◆ National Parks Service Summertime Seat Belt Awareness Campaign (Rocky Mountain Region)
- ◆ Navajo Nation Seat Belt/Community Traffic Safety Program (Navajo Nation)
- ◆ Nebraska Cares (Nebraska)
- ◆ New Orleans Traffic Court, Occupant Restraint and Motorcycle Helmet Compliance Program (Louisiana)
- ◆ New York Safe Kids Coalition (New York) [*Injury Prevention*]
- ◆ North Dakota Nurses' Seat Belt Project (North Dakota) [*Injury Prevention*]
- ◆ Nurses and Cops Caring for Contra Costa Children (California) [*Buckle Up America*]

CROSS REFERENCE (cont'd)

Occupant Protection (cont'd)

- ◆ Occupant Protection Enforcement (Georgia)
- ◆ Occupant Restraint/Child Passenger Program (Guam)
- ◆ Operation "Buckle Up Night" (Pennsylvania) [*Youth Programs*]
- ◆ Operation Curb Crime (Virgin Islands) [*Police Traffic Services*]
- ◆ Operation Pull Over/Deal With It Corporate Sponsorship Campaign (Indiana)
 [*Alcohol and Other Drugs*]
- ◆ Operation Partnership (Missouri) [*Police Traffic Services*]
- ◆ Orange County Head Start Safety Program (Florida)
- ◆ Ozark Guidance Center Occupant Protection Program (Arkansas)
- ◆ Primary Safety Seat Program (Ohio)
- ◆ Project CRASH (Michigan) [*Youth Programs*]
- ◆ Putting Belt Use On Your Mind (Georgia)
- ◆ Red, White and Blue Campaign (Louisiana)
- ◆ Regional Occupant Protection Program—Safety Belt Initiative (Massachusetts)
- ◆ Roadside Safety Checks (Illinois) [*Alcohol and Other Drugs*]
- ◆ Rollover Simulator (Connecticut)
- ◆ Rural Community Occupant Protection and Motorcycle Incentive Project (Texas)
- ◆ Safe & Sober Projects With Communities (Minnesota) [*Alcohol and Other Drugs*]
- ◆ SAFE KIDS Hospital Association Partnership (South Carolina)
- ◆ Safe Kids On The Move (Minnesota) [*Pedestrian/Bicycle Safety*]
- ◆ Safety Belt Blitz (Florida)
- ◆ Safety Belts Save Lives...You Be The Judge! (Illinois)
- ◆ Safety Check (Alaska) [*Alcohol and Other Drugs*]
- ◆ Santa Maria Police Department Comprehensive/Community Traffic Safety Program (California)
 [*Police Traffic Services*]
- ◆ Saving Lives Through Public Awareness (New Jersey)
- ◆ Seat Belts and Child Safety Seats - Working Together (Vermont)
- ◆ Section 153 Mini-Grants Program (Georgia)
- ◆ Smart, Safe and Sober (Virginia)
- ◆ Smooth Operator Program (Virginia) [*Police Traffic Services*]
- ◆ South Decatur (Junior/Senior High School) Safety Group (Indiana) [*Alcohol and Other Drugs*]
- ◆ Southern Ute Highway Safety Program (Colorado) [*Community/Corridor Traffic Safety Programs*]
- ◆ St. Lucie County Youth Traffic Safety Program (Florida)
- ◆ Statewide Master Training and Helpline for Child Passenger Safety Program (California)
- ◆ Stratford Community Traffic Safety Program (Connecticut) [*Youth Programs*]
- ◆ Street Smarts (Pennsylvania)
- ◆ Success By 6 (Kansas)
- ◆ Summer Seat Belt Challenge (West Virginia)
- ◆ Taxi/Child Safety Seat Law Program: "We Care About Your Child" (New Jersey)
- ◆ Ted Nugent and the "Don't Be Roadkill" Campaign (Michigan)
- ◆ Thank You Ticket Program (South Carolina) [*Buckle Up America*]
- ◆ The Michigan 650 (Michigan)
- ◆ Third Grade Safety Belt Program (Ohio)
- ◆ Three Flags International Project (Washington, Oregon, British Columbia) [*Police Traffic Services*]
- ◆ Traffic Enforcement and Education Programs (California) [*Pedestrian/Bicycle Safety*]
- ◆ Traffic Safety Education Project (California)
- ◆ *Traffic Safety Includes the Workplace* Symposium (Illinois) [*Alcohol and Other Drugs*]
- ◆ Transporting Preschoolers and Children With Special Needs (Indiana)
- ◆ Tray Liners for Traffic Safety (Maryland) [*Safe Communities*]

TRAFFIC SAFETY DIGEST

CROSS REFERENCE (cont'd)

Occupant Protection (cont'd)

- ◆ Travel-Related Injury Prevention (TRIP) Program (Nebraska)
- ◆ Tuscaloosa's Intersection Enforcement Project (Alabama) [*Police Traffic Services*]
- ◆ Vermont KISS Program (Kids in Safety Seats) (Vermont)
- ◆ Vermont Truck STEP (Vermont) [*Joint FHWA/NHTSA Initiatives*]
- ◆ Walk In Our Shoes (Illinois)
- ◆ Why Safety Belts? (Oregon) [*Police Traffic Services*]
- ◆ Workplace Safety Belt Use Program (Oklahoma)
- ◆ You Can Re-Lion Your Seat Belt Child Passenger Safety Week Promotion (Region III States)

ONE DOT

- ◆ Accident Location Analysis System (Iowa)
- ◆ Accident Records System Advisory Committee (New Jersey) [*Traffic Records*]
- ◆ Albuquerque Safe Streets (New Mexico)
- ◆ Automated Enforcement Program (Maryland)
- ◆ *Because Life is a Long Haul* Campaign (Region 6 States) [*Buckle Up America*]
- ◆ Coalition Building (Montana)
- ◆ Community/Corridor Traffic Safety Project (North Dakota) [*Safe Communities*]
- ◆ Continuous Quality Improvement (CQI) Technical Assistance (NHTSA Region 8)
- ◆ Corridor/Community Traffic Safety Program (Colorado)
- ◆ Corridor Safety Improvement (Oregon)
- ◆ Corridor Safety Project (Washington) [*Safe Communities*]
- ◆ CRASH Regional Program (Kentucky)
- ◆ Crash Report Form Enhancement (North Dakota)
- ◆ Deschutes County Corridor Safety Improvement Project (Oregon) [*Community/Corridor Traffic Safety Program*]
- ◆ Emergency Cellular Phone System (Pennsylvania)
- ◆ Heavy Truck Safety Initiative (Wyoming)
- ◆ Incident Management (Utah)
- ◆ New York City Pedestrian Safety Program (New York)
- ◆ Northern Panhandle Regional Highway Safety Program (West Virginia)
- ◆ Older Driver/Pedestrian Conference (Arizona)
- ◆ ONE DOT and the *Buckle Up America!* Campaign (Nationwide) [*Buckle Up America*]
- ◆ Operation Western 9 (Western U.S.)
- ◆ Pacific Coast Highway Safety Corridor Task Force (California)
- ◆ Safety Integration into Metropolitan Planning Organization Activities (Michigan)
- ◆ Safety Management System Committee (Louisiana)
- ◆ Safety Management System Development (South Dakota)
- ◆ Santa Fe Corridor Work Zone Safety Assessment (Colorado)
- ◆ Smooth Operator (California)
- ◆ Southwest Corridor Safety Symposium (Colorado)
- ◆ Speed Limit Monitoring (Oklahoma)
- ◆ Traffic Safety Impact Team (Puerto Rico)
- ◆ Traffic Safety on the U.S.-Mexico Border (New Mexico/Texas)
- ◆ "TRUCK SMART" Public Information and Education Campaign (Pennsylvania)
- ◆ Truck Speed and Work Zone Enforcement (Arkansas)
- ◆ USDOT Safety Directory (New York, New Jersey)
- ◆ Vermont Truck STEP (Vermont)
- ◆ Washington State Corridor Traffic Safety Program (Washington)

CROSS REFERENCE (cont'd)

ONE DOT (cont'd)

- ◆ Work Zone Safety Public Service Announcement (Nevada)
- ◆ Work Zone Traffic Control Sign Package (Maine)

Pedestrian/Bicycle Safety

- ◆ A Commitment to Traffic Safety Education (California)
- ◆ Adult Crossing Guard Workshop (Pennsylvania)
- ◆ Annual Pedestrian Safety Conference (Washington)
- ◆ Basics of Bicycling Pilot Program (Wisconsin)
- ◆ Bicycle Helmet Blitz Program (Pennsylvania)
- ◆ Bicycle Helmet Coupon Hotline (Washington)
- ◆ California Science Center Commitment to Traffic Safety Program (California)
- ◆ Combining Injury Control and Traffic Safety Initiatives (New York) [*Injury Prevention*]
- ◆ Comprehensive Traffic Safety Program for All Age Groups (California)
- ◆ Cool Cat Bicycle Helmet Program (Michigan)
- ◆ CYCLE SMARTSM (Kansas)
- ◆ DUI/BUI Awareness and Enforcement Program (California) [*Alcohol and Other Drugs*]
- ◆ Fulton County Pedestrian Safety Project (Georgia)
- ◆ *Heads Up For Helmets* (Pennsylvania)
- ◆ Heads Up For Safety (Connecticut)
- ◆ Lodi Bicycle and Pedestrian Safety Program (California)
- ◆ Nevada Elementary Traffic Safety Education (NETSE) (Nevada)
- ◆ New York City Pedestrian Safety Program (New York) [*Joint FHWA/NHTSA Initiatives*]
- ◆ North Woods Driving Force (Wisconsin)
- ◆ Older Driver/Pedestrian Conference (Arizona) [*Joint FHWA/NHTSA Initiatives*]
- ◆ Orange County Head Start Safety Program (Florida) [*Occupant Protection*]
- ◆ Orange County Bicycle Safety Project (California)
- ◆ Pasadena Safe Community Coalition (California)
- ◆ Pedestrian/Bicycle Safety (Iowa)
- ◆ Police Mountain Bike Unit (New Hampshire) [*Police Traffic Services*]
- ◆ Program for the Deaf Community (New Jersey)
- ◆ Prosecuting the Drunk Driver (Michigan)
- ◆ Ride Like A Pro (Georgia)
- ◆ Riley Riders and Striders Bike and Pedestrian Safety Smart Program (Indiana)
- ◆ Riley Riders Bike Safety Smart Program (Indiana)
- ◆ Riverton Impaired Driving Program (Wyoming)
- ◆ Safe Kids On The Move (Minnesota)
- ◆ Safe Roads/Safe Families (California)
- ◆ Safety City (New York)
- ◆ Sandy City School District Pedestrian/Bicycle Safety (Utah)
- ◆ Santa Cruz County Bicycle/Pedestrian Program (California)
- ◆ Saved By the Helmet Club (Washington)
- ◆ Sidewalk Rangers (Pennsylvania)
- ◆ Traffic Enforcement and Education Programs (California)
- ◆ Traffic Safety Education Project (California) [*Occupant Protection*]
- ◆ Travis County SuperCyclist Project (Texas)
- ◆ West Valley Community Traffic Safety Pedestrian Program (Utah) [*Youth Programs*]
- ◆ Yellowstone County Traffic Safety Gophers (Montana) [*Safe Communities*]

CROSS REFERENCE (cont'd)

Police Traffic Services

- ◆ Accident Reconstruction Training (Oklahoma)
- ◆ Aggressive Driver/Aggressive Enforcement Campaign (New Jersey)
- ◆ Albuquerque Safe Streets (New Mexico) *[Joint FHWA/NHTSA Initiatives]*
- ◆ Automated Enforcement Program (Maryland) *[Joint FHWA/NHTSA Initiatives]*
- ◆ Benton Police Highway Safety Program (Kentucky)
- ◆ Best of Operation Buckle Down (Illinois) *[Occupant Protection]*
- ◆ Bicycle Safety Mini-Contract Program for Local Law Enforcement Programs (North Carolina) *[Pedestrian/Bicycle Safety]*
- ◆ Cary Alcohol STEP (North Carolina)
- ◆ Changing Speed Limit Awareness (California)
- ◆ Checkpoints and Education Traffic Safety Program (California)
- ◆ *Chill*: Changing the Way We Drive (Colorado)
- ◆ City of Chico Police Department (California)
- ◆ Community Policing Partnership (Colorado)
- ◆ Coordinated Corridor Enforcement Initiative (Iowa)
- ◆ Corona Occupant Protection Program (California)
- ◆ Drunk Drivers: We've Got Your Number 9-1-1 (Michigan) *[Alcohol and Other Drugs]*
- ◆ DWI Blanket Patrols - Albany County (New York)
- ◆ Franklin County DUI Task Force (Ohio)
- ◆ Greer Police Department Enforcement Blitz (South Carolina)
- ◆ Guaynabo Municipal Police Traffic Patrols (Puerto Rico)
- ◆ Habitual Offender Tally Sheets (HOT Sheets) (Ohio) *[Alcohol and Other Drugs]*
- ◆ Hands Across the Border (Georgia) *[Occupant Protection]*
- ◆ Harrodsburg Police Highway Safety Program (Kentucky)
- ◆ Hastings Police Department Speed Monitoring Awareness Project (Nebraska)
- ◆ Helena Police Department In-Car Computer Pilot Program (Montana) *[Traffic Records]*
- ◆ Holiday OUIL Enforcement Project, Flint Police Department (Michigan) *[Alcohol and Other Drugs]*
- ◆ Las Vegas Seat Belt and Speed Project (Nevada)
- ◆ Laser Speed Detection Pilot Program (Wisconsin)
- ◆ Laser Speed Measuring Devices (Florida)
- ◆ Law Enforcement Activities (Missouri)
- ◆ Law Enforcement Assistance Fund (Colorado)
- ◆ Law Enforcement Officer Training (Indiana)
- ◆ Lee County Sheriff's Office/Keokuk Police Department Cooperative Alcohol Enforcement Effort (Iowa) *[Alcohol and Other Drugs]*
- ◆ Los Angeles Police Department Hispanic Outreach/El Protector Azul (California)
- ◆ M-59 Corridor Safety Project (Michigan)
- ◆ Marion County Traffic Safety Partnership Summer Enforcement Project (Indiana)
- ◆ Minnesota DWI and Traffic Safety Law Teleconference (Minnesota)
- ◆ Modesto Comprehensive Traffic Safety Program (California)
- ◆ Motor Vehicle Homicide Seminar (New Hampshire) *[Alcohol and Other Drugs]*
- ◆ Nevada Highway Patrol Los Protectores Program (Nevada)
- ◆ Operation Aggressive Driver (Maryland)
- ◆ Operation Curb Crime (Virgin Islands)
- ◆ Operation Partnership (Missouri)

CROSS REFERENCE (cont'd)

Police Traffic Services (cont'd)

- ◆ Operation R.I.D.E. (New Jersey) [*Emergency Medical Services*]
- ◆ Operation Safe Passage (Illinois)
- ◆ Operation SAFE Speed (Arkansas)
- ◆ Operation STETSON (State Troopers Enforcing Traffic Safety To Overcome Non-Compliance) (New York)
- ◆ Operation Western 9 (Western U.S.) [*Joint FHWA/NHTSA Initiatives*]
- ◆ Operation Zero Tolerance (Alabama) [*Alcohol and Other Drugs*]
- ◆ Oxnard DUI and Seat Belt Enforcement (California)
- ◆ Oxnard Police Department Regional Roadside Sobriety Checkpoint Program (California) [*Alcohol and Other Drugs*]
- ◆ Police Mountain Bike Unit (New Hampshire)
- ◆ Police Traffic Services Assessment (New Mexico)
- ◆ Police Traffic Services Assessment (Texas)
- ◆ *Preventing Broken Windshields* Traffic Management Seminar (Wisconsin)
- ◆ Red Light Running Campaign Evaluation (Nebraska) [*Public Information and Education*]
- ◆ Red, White and Blue Campaign (Louisiana) [*Occupant Protection*]
- ◆ Safe & Sober Projects With Communities (Minnesota) [*Alcohol and Other Drugs*]
- ◆ Safety Management System Committee (Louisiana) [*Joint FHWA/NHTSA Initiatives*]
- ◆ Salt Lake County Urban Safe Communities Task Force (Utah) [*Safe Communities*]
- ◆ San Diego Traffic Offenders Program (STOP) Team Impound (California)
- ◆ San Gabriel Traffic Safety Plan (California)
- ◆ Santa Maria Police Department Comprehensive/Community Traffic Safety Program (California)
- ◆ Scannable Crash Report (Michigan)
- ◆ School Zone Safety Improvement Project (Washington)
- ◆ Selective Traffic Enforcement - Mobile Police Department (Alabama)
- ◆ Smooth Operator Program (Virginia)
- ◆ Sobriety Checkpoint Program (Kansas)
- ◆ South Pasadena Police Department Roadside Sobriety Checkpoint Program (California) [*Alcohol and Other Drugs*]
- ◆ Southern Ute Highway Safety Program (Colorado) [*Community/Corridor Traffic Safety Programs*]
- ◆ Specialized Traffic Enforcement Project (STEP) Ingham County Sheriff's Department (Michigan)
- ◆ Speed Limit Monitoring (Oklahoma) [*Joint FHWA/NHTSA Initiatives*]
- ◆ Statewide Roadside Sobriety Checkpoint Program for Local Law Enforcement Agencies (California) [*Alcohol and Other Drugs*]
- ◆ Stockton Police Department Vehicle Impound Program (California)
- ◆ Strict Traffic Regulation Enforcement for Safe Streets (STRESS) (Kansas)
- ◆ Swinomish Tribe Police Traffic Services Project (Indian Nations)
- ◆ Technocar 2000 (Texas) [*Traffic Records*]
- ◆ Three Flags International Project (Washington, Oregon, British Columbia)
- ◆ Traffic Enforcement and Education Programs (California) [*Pedestrian/Bicycle Safety*]
- ◆ Traffic Safety Recognition Program (Nevada)
- ◆ Truck Speed and Work Zone Enforcement (Arkansas) [*Joint FHWA/NHTSA Initiatives*]
- ◆ Tulare Traffic Safety Team (California)
- ◆ Tuscaloosa's Intersection Enforcement Project (Alabama)
- ◆ UHP DUI Squad Efficiency Enhanced by Digital Dictation Equipment (Utah) [*Alcohol and Other Drugs*]
- ◆ Vallejo Enforcement of Traffic Offenders (VETO) (California)
- ◆ Whitfield County Speed Enforcement Program (Georgia)
- ◆ Why Safety Belts? (Oregon)

CROSS REFERENCE (cont'd)

Safe Communities

- ◆ 911 Safe Community Campaign (Puerto Rico)
- ◆ A Model "Safe Community" - Contra Costa County, California (California)
- ◆ Buckle Up Huntsville (Alabama) [*Occupant Protection*]
- ◆ Building a Safe Community (Alaska)
- ◆ Cape Girardeau Safe Community Program (Missouri)
- ◆ Chicago Traffic Safety Task Force and Projects (Illinois)
- ◆ Community Policing Partnership (Colorado) [*Police Traffic Services*]
- ◆ Community Traffic Injury Prevention Program (TIPP) (North Carolina)
- ◆ Community/Corridor Traffic Safety Project (North Dakota)
- ◆ Continuous Quality Improvement (CQI) Technical Assistance (NHTSA Region 8)
[*Joint FHWA/NHTSA Initiatives*]
- ◆ Corridor Safety Project (Washington)
- ◆ Dane County DRIVING FORCE (Wisconsin) [*Alcohol and Other Drugs*]
- ◆ Drive Smart (Tennessee)
- ◆ Drive Smart® Colorado (Colorado) [*Injury Prevention*]
- ◆ Family Passenger Safety and Rural Safe Communities (Texas)
- ◆ Greater Dallas Injury Prevention Center (Texas)
- ◆ Greer Police Department Enforcement Blitz (South Carolina) [*Police Traffic Services*]
- ◆ Harlem Hospital Safe Communities (New York)
- ◆ Hispanic Safe Communities Coalition (Illinois)
- ◆ Hopkinsville/Christian County Community Traffic Safety Program (Kentucky)
- ◆ La Loteria del Manejo Seguro (Motor Vehicle Driver Safety) (California)
[*Public Information and Education*]
- ◆ Loyola University Burn and Shock Trauma Institute Prevention Center (Illinois)
- ◆ Magic Valley SAFE KIDS Coalition (Idaho)
- ◆ Metropolitan Columbia Traffic Safety Program (South Carolina)
- ◆ Neighborhood Traffic Management Program (California)
- ◆ Norwich Safe Communities Coalition (Connecticut)
- ◆ Pasadena Safe Community Coalition (California) [*Pedestrian/Bicycle Safety*]
- ◆ Project Assurance (Tennessee)
- ◆ Riverside Safe Communities (California)
- ◆ Riverton Impaired Driving Program (Wyoming) [*Alcohol and Other Drugs*]
- ◆ Safe Communities (Iowa)
- ◆ Safe Jonesboro Coalition (Arkansas)
- ◆ Salt Lake County Urban Safe Communities Task Force (Utah)
- ◆ Santa Fe Corridor Work Zone Safety Assessment (Colorado) [*ONE DOT*]
- ◆ Southwest Corridor Safety Symposium (Colorado) [*ONE DOT*]
- ◆ Tray Liners for Traffic Safety (Maryland)
- ◆ Yellowstone County Traffic Safety Gophers (Montana)
- ◆ Wyandotte Tribal Safety and Safe Community Program (Oklahoma)

School Bus Safety

- ◆ Safety Rating System for School Bus Loading and Unloading Zones (South Carolina)
- ◆ Sandy City School District Pedestrian/Bicycle Safety (Utah) [*Pedestrian/Bicycle Safety*]
- ◆ School Bus Partnership (Colorado)
- ◆ Sidney's Safety Bus (Mississippi)
- ◆ Transporting Students With Special Needs

CROSS REFERENCE (cont'd)

Traffic Records

- ◆ Accident Location Analysis System (Iowa)
- ◆ Accident Records System Advisory Committee (New Jersey)
- ◆ Automated Citation Writing Devices (California)
- ◆ Combining Injury Control and Traffic Safety Initiatives (New York) [*Injury Prevention*]
- ◆ Computerized Accident Records and Analysis System (California)
- ◆ Court Abstract Transmission System (Indiana)
- ◆ Crash Report Form Enhancement (North Dakota) [*Joint FHWA/NHTSA Initiatives*]
- ◆ GIS Accident Maps (Pennsylvania)
- ◆ Habitual Offender Project (Virginia) [*Alcohol and Other Drugs*]
- ◆ Helena Police Department In-Car Computer Pilot Program (Montana)
- ◆ Iowa Trauma System Registry (Iowa) [*Emergency Medical Services*]
- ◆ Mobile Accident Reporting System (MARS) (Iowa)
- ◆ New York CODES Project (New York)
- ◆ OWI Ad Hoc Reporting System (New Jersey) [*Other Traffic Safety Areas*]
- ◆ OWI Fine Collection Program (Iowa) [*Alcohol and Other Drugs*]
- ◆ Pre-Hospital Database Project (Oregon)
- ◆ Safety Integration into Metropolitan Planning Organization Activities (Michigan) [*Joint FHWA/NHTSA Initiatives*]
- ◆ Scannable Crash Report (Michigan)
- ◆ Speed Limit Monitoring (Oklahoma) [*Joint FHWA/NHTSA Initiatives*]
- ◆ Technocar 2000 (Texas)
- ◆ Total Crash Scene Mapping Stations (Minnesota)
- ◆ Traffic Records Blue Ribbon Competition (Maryland)
- ◆ Traffic Records System Strategic Plan (Maryland)
- ◆ Traffic Services (TRASER) (Texas)
- ◆ Trauma System Registry (Iowa)
- ◆ Utah CODES Project (Utah)
- ◆ Vermont Traffic Records Strategic Planning Project (Vermont)

Youth Programs

- ◆ 888-Under 21 Project (Pennsylvania)
- ◆ "A TIP From EMS" (Wisconsin)
- ◆ Alcohol In School Is Stupid (AISIS) (Michigan) [*Alcohol and Other Drugs*]
- ◆ Arrive Alive Safe and Sober (Nebraska)
- ◆ "Arrive Alive" Alcohol Saturation Project (Missouri)
- ◆ Badges in Bars (Nebraska) [*Alcohol and Other Drugs*]
- ◆ Batter Up and Buckle Up—A Winning Combination! (Nebraska) [*Buckle Up America*]
- ◆ Battle of the Belts (Maryland)
- ◆ Bicycle Safety Education Program (California) [*Pedestrian/Bicycle Safety*]
- ◆ Brookfield High School DECA Chapter (Missouri)
- ◆ Buckling Up For Life—Safety Week in Houston (Texas) [*Buckle Up America*]
- ◆ Burgers, Fries and Jail (Michigan)
- ◆ California Department of Health Services (DHS) Vehicle Occupant Safety Program (VOSP) (California) [*Occupant Protection*]
- ◆ Camp 9-1-1 (Michigan) [*Emergency Medical Services*]
- ◆ Chicago Museum of Science and Industry Auto Safety Exhibit (Illinois) [*Occupant Protection*]
- ◆ Community Occupant Protection Program (Indiana)
- ◆ Cops in Shops (North Carolina) [*Alcohol and Other Drugs*]
- ◆ Cops In Shops (Utah)

CROSS REFERENCE (cont'd)

Youth Programs (cont'd)

- ◆ Cops In Shops (Wisconsin) [*Alcohol and Other Drugs*]
- ◆ Cross-Age Mentoring Program (Tennessee)
- ◆ Cyberdriver: Graduate to Safety (Illinois)
- ◆ CYCLE SMART sm (Kansas) [*Pedestrian/Bicycle Safety*]
- ◆ Dade County High School Alcohol and Buckle Up Prevention Program (Florida)
- ◆ Dane County DRIVING FORCE (Wisconsin) [*Alcohol and Other Drugs*]
- ◆ Drive Smart (Tennessee) [*Safe Communities*]
- ◆ DUI Victim/Witness Program (South Carolina) [*Alcohol and Other Drugs*]
- ◆ Elementary Education Initiative (Maine)
- ◆ Elementary Traffic Safety Leadership Training (Kansas)
- ◆ Facing Alcohol Challenges Together (Indiana) [*Alcohol and Other Drugs*]
- ◆ "Get A Grip" - Youth Alcohol/Statewide Traffic Safety Training Program (Iowa)
- ◆ Give a Policeman a PAT (Police Appreciation Time) (Mississippi)
- ◆ Head Injury Prevention Program: Phase II (Kansas) [*Injury Prevention*]
- ◆ Huntsville City Schools (Alabama)
- ◆ Injury Prevention Program (Illinois)
- ◆ It's Your Choice (Montana)
- ◆ Kansas Youth Alcohol Media Campaign: "Take a Stand" (Kansas) [*Alcohol and Other Drugs*]
- ◆ Little Red Driving Hood Project (Illinois)
- ◆ *Majority Rules* Alcohol Awareness Program (Louisiana) [*Alcohol and Other Drugs*]
- ◆ Missouri HEADS UP (Missouri)
- ◆ New Orleans Traffic Court, Occupant Restraint and Motorcycle Helmet Compliance Program (Louisiana) [*Occupant Protection*]
- ◆ Northern Kentucky Rural Office of Traffic Safety (Kentucky)
- ◆ Operation "Buckle Up Night" (Pennsylvania)
- ◆ Parental Involvement Project (Tennessee)
- ◆ Policies and Programs for the 1990's (Illinois) [*Alcohol and Other Drugs*]
- ◆ Project CRASH (Michigan)
- ◆ Project Extra Mile (Nebraska)
- ◆ Ride Like A Pro (Georgia) [*Pedestrian/Bicycle Safety*]
- ◆ Riley Riders and Striders Bike and Pedestrian Safety Smart Program (Indiana) [*Pedestrian/Bicycle Safety*]
- ◆ Riley Riders Bike Safety Smart Program (Indiana) [*Pedestrian/Bicycle Safety*]
- ◆ Safe Driving Competition for Youth - York County (Pennsylvania)
- ◆ Social Norming Project (Montana)
- ◆ South Decatur (Junior/Senior High School) Safety Group (Indiana) [*Alcohol and Other Drugs*]
- ◆ Spotlight (Michigan)
- ◆ Stanford Community Responsible Hospitality Project (California)
- ◆ Stanislaus County: The Young and the Reckless (California)
- ◆ STEPS (Safe Teens Empowerment Project in Salinas) (California)
- ◆ Stop Underage Drinkers (SUDS) (New Jersey)
- ◆ Stratford Community Traffic Safety Program (Connecticut)
- ◆ Strides For Safety (North Dakota)
- ◆ Teen Court (Illinois)
- ◆ Teen Court of Lincoln County (Oregon)
- ◆ Teen Driver Program (California)
- ◆ Teens of Northeast (TONE) (Arkansas)
- ◆ Teens of Northeast Youth Intervention Program (Arkansas)

CROSS REFERENCE (cont'd)

Youth Programs (cont'd)

- ◆ Texas High School Students Take On the *Buckle Up America!* Challenge (Texas)
[Buckle Up America]
- ◆ The CRASH (Communities for Responsible Automobile Safety Habits) Force (Texas)
[Buckle Up America]
- ◆ Travis County Underage Drinking Prevention Program (Texas)
- ◆ Tulsa CRASH Court (Oklahoma)
- ◆ Underage Drinker Identification Training Program (North Dakota) *[Alcohol and Other Drugs]*
- ◆ University of Southern Mississippi Youth in the Workplace Initiative (Mississippi)
- ◆ University Presidents' Summit on Campus Alcohol Issues (Michigan) *[Alcohol and Other Drugs]*
- ◆ West Valley Community Traffic Safety Pedestrian Program (Utah)
- ◆ YMCA Resource Center "Pathways" (Delaware)
- ◆ "You Can't Win" Zero Tolerance Campaign (Iowa)
- ◆ Young Adult Pre-DUI Visitation Program (California)
- ◆ Young Driver Deterrence Project (Hawaii)
- ◆ Youth Alcohol (Iowa) *[Alcohol and Other Drugs]*
- ◆ Youth Appreciate Law Enforcement (YALE) (Virginia)
- ◆ Youth Safety Program (North Carolina) *[Alcohol and Other Drugs]*
- ◆ Youth Traffic Safety Teacher (Hawaii)
- ◆ Youthful Drunk Driving Program (Oklahoma)
- ◆ Youthful DUI Offender Project (Missouri)
- ◆ Zero Tolerance Campaign (Indiana) *[Alcohol and Other Drugs]*
- ◆ Zero Tolerance Campaign (Iowa) *[Alcohol and Other Drugs]*

Other Traffic Safety Areas

- ◆ 1992 Black Community Safety Belt Challenge (Ohio) *[Occupant Protection]*
- ◆ 1993 Safe Holiday Season Program (Washington, DC)
- ◆ 3D Month Program (Oklahoma) *[Alcohol and Other Drugs]*
- ◆ BOUNCERS (Business Opposed to Underage Consumption and Irresponsible Selling) (Illinois)
[Alcohol and Other Drugs]
- ◆ Buckle Up Donora (Pennsylvania) *[Occupant Protection]*
- ◆ Bystander Trauma Care Program (Iowa) *[Emergency Medical Services]*
- ◆ California Highway Patrol (CHP) Designated Driver Program (California)
[Alcohol and Other Drugs]
- ◆ Child Passenger Safety Promotion (Texas)
- ◆ Commercial Motor Vehicle (CMV) Crash Evaluation (North Carolina)
- ◆ CRASH Regional Program (Kentucky) *[Joint FHWA/NHTSA Initiatives]*
- ◆ Delaware-Madison County DUI Task Force (Indiana) *[Alcohol and Other Drugs]*
- ◆ "Drive Smart" Nights at Central Pennsylvania Speedways (Pennsylvania)
- ◆ Driver Fatigue and Its Impact on Driving (New York)
- ◆ DWI Ad Hoc Reporting System (New Jersey)
- ◆ "Get in Gear" and "Ride Straight" Programs (Wisconsin) *[Motorcycle Safety]*
- ◆ Hands Across the Border (Georgia) *[Occupant Protection]*
- ◆ Heavy Truck Safety Initiative (Wyoming) *[Joint FHWA/NHTSA Initiatives]*
- ◆ Houston Lights On For Life Coalition (Texas) *[Alcohol and Other Drugs]*
- ◆ Injury Prevention Program (Illinois) *[Youth Programs]*
- ◆ Installing a Traffic Engineer (TE) in Washtenaw and Livingston Counties (Michigan)
- ◆ Kansas Youth Alcohol Media Campaign: "Take a Stand" (Kansas) *[Alcohol and Other Drugs]*
- ◆ Keep Boston Moving Safely (Massachusetts) *[Community/Corridor Traffic Safety Programs]*
- ◆ La Loteria del Manejo Seguro (Motor Vehicle Driver Safety) (California)

TRAFFIC SAFETY DIGEST

CROSS REFERENCE (cont'd)

Other Traffic Safety Areas (cont'd)

- ◆ Law Enforcement Assistance Funds (Colorado) *[Police Traffic Services]*
- ◆ Miller County Community Traffic Safety Project (Arkansas)
[Community/Corridor Traffic Safety Program]
- ◆ Morristown Memorial Hospital Injury Prevention Community Education Program (New Jersey)
[Injury Prevention]
- ◆ Motorcycle Safety Public Information Program (Oregon) *[Motorcycle Safety]*
- ◆ National Parks Service Summertime Seat Belt Awareness Campaign (Rocky Mountain Region)
[Occupant Protection]
- ◆ Non-Commercial Sustaining Announcements (NCSA) (New Jersey)
- ◆ Ohio Partnership for Traffic Safety (Ohio)
- ◆ Operation Curb Crime (Virgin Islands) *[Police Traffic Services]*
- ◆ Operation DWI/OBD Evaluation Project (New Mexico) *[Alcohol and Other Drugs]*
- ◆ Operation STETSON (State Troopers Enforcing Traffic Safety To Overcome Non-Compliance)
(New York) *[Police Traffic Services]*
- ◆ Pacific Coast Highway Safety Corridor Task Force (California) *[Joint FHWA/NHTSA Initiatives]*
- ◆ Preschool Teachers Safety Workshop (Pennsylvania)
- ◆ Preschool Transportation Program: "Safe and Secure" (Indiana)
- ◆ Public Information and Education Committee (Kansas) *[Alcohol and Other Drugs]*
- ◆ Red Light Running Campaign Evaluation (Nebraska)
- ◆ Red, White and Blue Campaign (Louisiana) *[Occupant Protection]*
- ◆ Regional Driver Education Instructor's Workshop (Pennsylvania)
- ◆ Regional Traffic Safety Workshops (Missouri)
- ◆ Responsible Alcohol Management Program (Pennsylvania) *[Alcohol and Other Drugs]*
- ◆ Safe And Vital Employees (Maryland) *[Alcohol and Other Drugs]*
- ◆ Safe Roads/Safe Families (California) *[Pedestrian/Bicycle Safety]*
- ◆ Saved By the Helmet Club (Washington) *[Alcohol and Other Drugs]*
- ◆ Saving Lives Through Public Awareness (New Jersey) *[Occupant Protection]*
- ◆ Seasonal Alternative Non-Alcoholic Testing Adventure (SANTA) (Washington)
[Alcohol and Other Drugs]
- ◆ Section 153 Mini-Grants Program (Georgia) *[Occupant Protection]*
- ◆ Senior Driver Program: "Getting There Safely" (Washington)
- ◆ Smooth Operator (California) *[Joint FHWA/NHTSA Initiatives]*
- ◆ Southeast Region Injury Control Network (Southeastern States) *[Injury Prevention]*
- ◆ Spectrum of Prevention - A New Approach to Highway Safety Planning (Nevada)
[Injury Prevention]
- ◆ Speed Limit Brochure (Minnesota)
- ◆ STOP-DWI - Clinton County/Plattsburg AFB (New York) *[Alcohol and Other Drugs]*
- ◆ Talking to Your Kids About Alcohol (Washington) *[Alcohol and Other Drugs]*
- ◆ THINK FIRST of New York (New York) *[Injury Prevention]*
- ◆ Three Flags International Project (Washington, Oregon, British Columbia) *[Police Traffic Services]*
- ◆ Traffic Safety on the U.S.-Mexico Border (New Mexico/Texas) *[Joint FHWA/NHTSA Initiatives]*
- ◆ Triple Jeopardy (Tennessee) *[Community/Corridor Traffic Safety Program]*
- ◆ Tri-State Traffic Safety Partners (New York, New Jersey, Connecticut)
- ◆ "TRUCK SMART" Public Information and Education Campaign (Pennsylvania)
[Joint FHWA/NHTSA Initiatives]
- ◆ University of Texas at Austin College Traffic Safety Program (Texas)
- ◆ Work Zone Safety Public Service Announcement (Nevada)
[Joint FHWA/NHTSA Initiatives]