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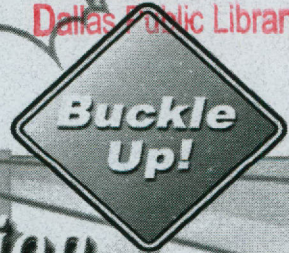
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# On The Road With...

Spring 2001



## Rural Passenger Safety Education

Vol. 1 No. 15

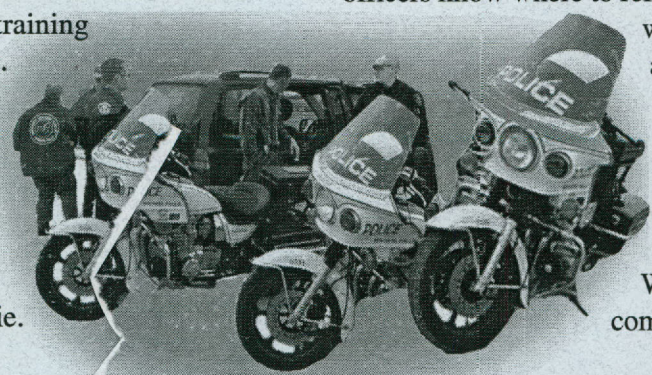


Texas Agricultural Extension Service  
THE TEXAS A&M UNIVERSITY SYSTEM

### WICHITA FALLS MOTORCYCLE POLICE

## Dedicated to Child Passenger Safety

In Wichita Falls, zero tolerance is not restricted to just teens; it also means safety belt and child safety restraints. Lt. Karl Lillie, Commander of the Traffic Division, spearheads a cadre of 12 motorcycle officers who are not only dedicated police officers but have a passion for child passenger safety. In August 1999, the first group of officers was certified as child passenger safety technicians at a training located at Shepard Air Force Base. The goal is to have everyone in the traffic unit certified; officers know the restraint issue is a problem, and they take the attitude that "I am in the position to solve the problem in my community," according to Lt. Lillie. "These are dedicated people."



As a result, these officers assist the Texas Department of Transportation (TxDOT) Wichita Falls District Traffic Safety Specialist with all checkup events. They help with the set up, check child safety seats, educate parents on correct installation, and help with the take down. The officers also check child safety seats on an appointment basis, either meeting individuals at a location convenient for the parent or at the police station. The officers are also trained in Traffic Occupant Protection Strategies (TOPS) enforcement. What happens when officers see the tell-tale head bouncing up and down in the back seat, children standing up on

the vehicle seat, or the child safety seat tilting over going around the corner? The community knows these officers will not only stop the vehicle and issue a citation, if appropriate, but the officers will instruct parents on correct use and installation and take the time to teach the parent right on the spot. If a child safety seat is needed, the officers know where to refer parents as they collaborate with the appropriate local agencies. According to Lt. Lillie, "This is a mixture of traffic enforcement and education. The public comes to us, and it gives us an opportunity to interact in a positive way." What a great service to their community!

Recently, Cindy Parks, Traffic Safety Specialist from the TxDOT Waco District, recertified this dedicated group of officers. They have made the commitment to take their job to the next level and not be known as ticket writers but to be known as advocates for the children in their community.

If your law enforcement agency is interested in this level of commitment and you need assistance in getting started, contact Lt. Lillie at 940-761-6862.

Source: Contributing writer, Patsy Walls, Traffic Safety Specialist-TxDOT, Wichita Falls District. 2001.



# Keep It Moving

by Chief Harry Crum

The week of May 21<sup>st</sup> through May 28<sup>th</sup> is **Buckle Up America Week**. This national event draws attention to traffic safety and increases enforcement across the country. Many activities are planned during this period to heighten the awareness of traffic safety. In addition, safety advocates and more than 10,000 law enforcement agencies nationwide have made commitments to increase activities. In Region VI, which includes Texas, Arkansas, Louisiana, Oklahoma, New Mexico and the Indian Nations, 1,600 agencies have made commitments to promote **Buckle Up America**. Seven hundred and sixty-three are from Texas, representing more than 43,000 law enforcement officers.

Reducing the death toll on our roadways by aggressively enforcing DWI, aggressive driving, occupant protection, and other traffic laws will save many lives. In 1999, more than 41,000 deaths occurred in traffic-related crashes nationwide. Thirty-eight percent, or 15,786 deaths, were alcohol-related, which translates to one death every 33 minutes. In 1999, Texas experienced 3,518 traffic-related deaths, and 49 percent of those were alcohol-related.

Source: "Traffic Safety Facts 1999" published by US DOT, NHTSA publication numbers DOT HS 809 086 and DOT HS 809 092.

Traffic safety and enforcement play a vital role within the law enforcement community. Arguably, enforcing traffic laws is one of the most important functions that law enforcement performs in preventing injury and death. During **Buckle Up America Week**, law enforcement and other public and private sector individuals will renew their emphasis on the importance of wearing safety belts and obeying other

traffic laws.

Texas has had a steady increase in safety belt usage over the past several years—from 74 percent usage in 1996 to 76.6 percent usage in 2000. That's above the national average of 71 percent in 2000. Texans should be proud, but should continue to get the message out that safety belts save lives. Almost 24 percent of Texas drivers and passengers don't buckle up. Please use this upcoming **Buckle Up America Week** to raise the awareness of those unprotected vehicle occupants.

From the National Highway Traffic Safety Administration, we ask that you remember to always drive

**An average of 114 persons died each day in this country in motor vehicle crashes in 1999—one every 13 minutes. Motor vehicle crashes are the leading cause of death for every age from 6 through 33 years old.**



## National Goals\*

- ✓ Increase safety belt use to 85% by the year 2000\*
- ✓ Increase safety belt use to 90% by the year 2005\*
- ✓ Reduce child passenger fatalities 15% by the year 2000\*\*
- ✓ Reduce child passenger fatalities 25% by the year 2005\*\*

Texas is dedicated to meeting the national goals and is an active partner in Buckle Up America.

\* Baseline data from 68% in 1996  
\*\* Reduced to 515 in 2005

friendly; make a conscious effort to set an example to others with your driving habits, and always, always Buckle Up!

Source: Chief Harry Crum NHTSA, Region VI, 819 Taylor St. Rm. 8A38, Ft. Worth, TX 76102 or call 817-978-2021, 2001.

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# CAUTION!

## SLOW DOWN AHEAD!



**D**riving in work zones can be challenging for drivers and dangerous for the workers. The following tips may prove helpful in preventing a tragedy.



Orange and black signs indicate that one is approaching or traveling through a work zone. Prepare for a sudden slowing of traffic.



Watch for flaggers or other workers who may be guiding heavy machinery on or near the roadway.



Obey all warning signs. Message signs and flashing arrow panels will note lane closing or other traffic pattern changes.



Fines may be as much \$400 in construction or maintenance work zones marked with signs indicating that fines double when workers are present.



Be cautious when driving through construction zones at night or reduced visibility.



For road conditions throughout Texas, call the Texas Department of Transportation at 800-452-9292.



Maintain posted speed limits.

Source: Karen Gibson, Roadway Safety Program Administrator, Traffic Operations Division, TxDOT, 2001.

### Resources Available:

Educational material available from the Passenger Safety Resource Library to support Buckle Up America Week:

**Exhibits:**

Child Safety Seats  
Child Care Provider

**Interactive items:**

Question & Answer Board  
Buckle Bear Lap Puppet  
Dead or Alive (computer software)

**Brochures:**

Securing Our Future - Safe Riders  
Safety Belts and Air Bags

**Videos:**

Buckle Bear  
Are We There Yet?  
Securing Our Future  
Do the Buckle

**Fact Sheets:**

Understanding Your Safety Belt  
One Minute Safety Seat Checkup

Contact Dana Runyan at 979-845-1104 for assistance with any resource materials.

### Coming Soon!



### 5<sup>th</sup> Annual International Child Passenger Safety Technical Conference

June 2-6, 2001  
Indianapolis, IN

For further information call  
800-344-7580 ext. 12



## MOM SEEKS HELP WITH CHILD SAFETY SEATS

# Becomes Active Supporter of Child Passenger Safety

With millions of parents driving millions of vehicles with millions of young children riding in millions of child safety seats, it would seem that directions as to the best and safest use of child safety seats would be easy to find.

Not so, discovered Katherine and Stephen Irwin of Navasota. When their daughter, Elisabeth, was born three and a half years ago, the Irwins tried to make sure that whenever their daughter was riding in the car, she was secured in the correct type of child safety seat, positioned in the best location with the child safety seat installed nice and tight and at the correct angle.

But 10 months ago, when their son, Jack, was born, things became a little more complicated for the family.

Mrs. Irwin said that when Jack and Elisabeth were old enough to graduate to the next-size child safety seats, Elisabeth got a new one and Jack used the one that Elisabeth had outgrown. But something wasn't right, said their mother. When she put him in Elisabeth's child safety seat, he didn't fit right. Because he's still less than a year old, the seat was used rear-facing, but the angle wasn't right, and he didn't seem to be positioned correctly. That's when she decided to seek the advice of somebody knowledgeable in child passenger safety. She discovered that this information wasn't as easy to find as she had thought it would be.

After contacting several agencies and going to several different sources, Mrs. Irwin discovered the Texas Agricultural Extension Service (TAEX) Rural Passenger Safety Team by word of mouth. These certified child safety seat technicians taught her that, in spite of all her best intentions, she was doing some things wrong.



Elisabeth and Jack now ride safely secured in their child safety seats.

She learned:

- how to adjust the angle of the child safety seat so the infant rides correctly and safely
- the importance of the back seat center position for a child in a safety seat, even if that means two children must ride side by side
- the rear-facing position is safest for infants, and parents should "keep them rear-facing until the child is one year old **and** 20 pounds as a minimum
- the importance of a five-point harness
- the importance of correctly routing the car's safety belt through the restraint to anchor the child safety seat
- understanding how the vehicle safety restraint system works

All of Mrs. Irwin's questions concerning child passenger safety were answered.

"I read all of their material," Mrs. Irwin said. "A lot of it I didn't know. A lot of my friends didn't know."

Now she wants to help spread the word. "My concern is that so many child safety seats are being used wrong, because so many parents can't

find the right information," she said.

During this year's National Child Passenger Safety Week (Feb. 12-16), she helped distribute information pamphlets to others in her community. "I was amazed at how many people didn't know about child passenger safety," she reported.

"According to a recent study of 50 states by National SAFE KIDS, Texas gets a grade of "F" when it comes to child passenger safety," Mrs. Irwin said. This is a situation child safety seat advocates are working hard to remedy.

"I think people should have their child safety seats checked before they bring their newborn home, and again each time their child graduates to a new seat," Mrs. Irwin said. Having her children's safety seats checked and corrected has lifted a worry off Mrs. Irwin's mind, she said. "I felt like I had accomplished something good, knowing my kids are safe."

*Source: Linda Anderson, Ag Communications, Texas Agricultural Extension Service, 2001.*



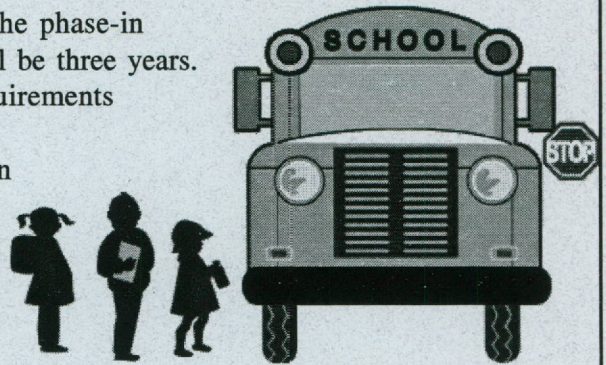
# HEAD START Bus Rule Published

A final rule for Head Start transportation was announced January 18, 2001, more than five years after the draft proposal was published. It governs the types of vehicles and restraints to be required.

The rule was delayed by a dispute over whether school bus use would be required or other vans permitted. The final rule is a compromise, including BOTH school buses and "allowable alternative vehicles." Allowable vehicles would have to comply with federal school bus standards dealing with crash survivability and mirrors but would not have to meet such crash avoidance features as color, bus lights and stop arms. There will be a five-year phase-in period.

Child restraints will be mandated for children up to 50

pounds. The phase-in period will be three years. Other requirements include a monitor on each bus, minimum qualifications and training requirements for drivers, vehicle and pedestrian safety education for parents and children and specific rules regarding children with special needs.



Source: *Federal Register*, 1/18/01, pp. 5295-5315.

## Child Restraints on School Buses: Course Piloted in Austin, Texas

A nine-hour course specifically addressing child restraints in school buses was pilot tested in three states in February, Texas being one of the states. The course was coordinated with Austin ISD at the bus barn with Kathy Strotmeyer of Pennsylvania Injury Prevention Project and Beth Warren, Coordinator, Occupant Safety Programs with Department of Public Safety as the instructors.

As more preschool-age children are transported to school programs, often in school buses, the public increasingly asked the National Highway Traffic Safety Administration (NHTSA) about how to safely transport them. To help answer these questions, NHTSA conducted crash testing of preschool-age size dummies in school bus seats. The

test results showed that preschool-age children in school buses are transported the safest in child safety restraint systems that meet FMVSS 213 and are correctly installed in the bus seats. Based on its research, NHTSA recommends preschool-age children transported in school buses always be transported in a properly secured child restraint system.

In February 1999, NHTSA published "Guidelines for the Safe Transportation of Preschool-Age Children in School Buses." The guidelines recommend that each child be transported in a Child Safety Restraint System (suitable for the child's weight and age) that meets applicable FMVSS 213. The recommendation goes on to say that each child should be properly secured in the Child Safety Restraint System and that the Child Safety Restraint System must

be properly secured to the school bus seat.

The final course will be taught by certified technicians. According to NHTSA, it is important that technicians know they cannot successfully teach the curriculum unless they have experience securing CRS in school buses. School buses are very different vehicles than passenger cars, and it is vital for technicians to get some hands-on experience before they attempt to teach the school-bus specific course.

Source: *Safe Ride News*, January/February 2001 and *Rural Passenger Safety Education*. 2001.





## Part 2: What to Do With The Data: Development of a CPS Action Plan

The previous SC Corner article (December 2000), discussed the process of improving the safety of child passengers at a local level. As described, the **first step** of the Safe Community approach is to collect data and use the information to illustrate the preventable transportation/health risks to children. The enormous costs associated with the deaths and injuries to children from crashes and the potential cost saving for reducing the problem may also be determined from these figures. The **second step** in the process, includes bringing together agencies interested in protecting child passengers. Essential agencies are: public health, law enforcement, EMS and fire departments, Trauma Regional Advisory Councils, local medical centers, Medicare HMO's, traffic safety specialists, city planners and engineers, insurance agencies, the faith community and others.

This article intends to provide local Safe Community coalitions ideas to effectively create a **SMART** Child Passenger Safety action plan following data collection and analysis.

### Injury Data Sets and Sources

DATA SETS	SOURCES
Causes of death	Local health department, local medical examiner Texas Department of Health (TDH) Bureau of Vital Statistics TDH Injury Epidemiology and Surveillance
Major trauma	Local trauma department Regional Advisory Council (RAC) trauma registry TDH Bureau of Injury Epidemiology and Surveillance Program
Child restraint use	TxDOT District Traffic Safety Specialist TDH Injury Epidemiology and Surveillance Program Texas Agricultural Extension Service (TAEX) Rural Passenger Safety Education TDH Safe Riders Program Texas Transportation Institute
Proper car restraint use	TAEX Rural Passenger Safety Education Local SAFE KIDS coalition TDH Safe Riders Program
Plot location of crashes	Local law enforcement TxDOT Traffic Safety Specialist

Once the stakeholders convene, they are positioned to create an action plan that is **SMART** or Specific, Measurable, Action-oriented, Realistic, and Time-framed. The ultimate goal of the coalition is to reduce injuries and their associated costs. List sub-goals as the group identifies and prioritizes the communities specific injury problems. An injury problem may be considered a priority if: it causes many deaths or serious injuries, is a leading cause of years of potential life lost, is a greater problem in your community than in the state or nation or disproportionately affects a specific group when compared to the entire community. An example of a sub-goal: "reduce child passenger injuries among a specific segment of the community's population."

The objectives should express what you hope to accomplish (Specific and Measurable) in a given Time-frame. An example of a **SMART** objective is: "Reduce deaths and hospitalizations from motor vehicle collisions involving children ages 12 years and under by 25% (from 20 deaths to 15 and 100 hospitalizations to 75) during the next calendar year compared to the last 12 months."

*see Safe Communities page 7*



Although misuse of child safety seats is universal, risk factors which threaten the safety of child passengers include ethnicity and income level. The variables associated with ethnicity and income are lack of access to affordable child safety seats, lack of available child safety seat education, cultural issues and lack of hands-on guidance on proper use of child safety seats. Use objectives to address the target population's risk factors that would lead to a reduction in deaths and injuries. An example of addressing a risk factor is, "Increase the proper use of car restraints in "X" zip code from 12% to 80 % during the next 12 months."

Once the coalition agrees on an objective(s), the strategies to achieve it can be planned. A strategy is a specific change in the community which the program intends to bring about to help achieve the objective. Some strategies seek a behavior change (using child safety seat properly on every ride), others seek an environmental change (establishing a multilingual child safety seat distribution program). A **SMART** action plan is most effective when several strategies are implemented. Consider using the five E's framework to build coalition strategies: **E**nactment of legislation, **E**nforcement of laws or ordinances, **E**ducation, **E**ngineering technologies and **E**valuation. A strategy to the above objective may be, "develop a low-income community child safety seat program or establish a permanent fitting station in X zip code." The program activities are the things you do to implement the strategy to achieve an objective.

Remember, the role of the Safe Community coalition is to make recommendations via the **SMART** action plan. The coalition's job is not necessarily to implement the plan. Local injury problems are usually too large/complex for one agency to solve, therefore, program activities should be conducted by various stakeholders in the community working together. Listed below are several Safe Communities resources available to improve our roadways for child passengers.

### CONTACT INFORMATION

National Highway Traffic Safety Administration, 817-978-0661, <http://www.nhtsa.dot.gov>  
Texas Department of Health, Safe Riders Program, 800-252-8255, <http://www.tdh.state.tx.us/injury/safe/index>  
Texas Department of Transportation, Traffic Safety Section, 512-416-3175, <http://www.dot.state.tx.us>  
Texas Agriculture Extension Service, Rural Passenger Safety Education, 979-862-4658, <http://buckleup.tamu.edu>  
TDH Injury Epidemiology & Surveillance, 512-458-7266, <http://www.tdh.state.tx.us/injury/reports>  
TDH Bureau of Vital Statistics, <http://www.soupfin.tdh.state.tx.us>  
Texas Transportation Institute, 979-862-2854, <http://tti-phi.tamu.edu>

Source: Ann Athey, RN, MSN, Injury Control Specialist, NHTSA Region VI, e-mail: [aathey@nhtsa.dot.gov](mailto:aathey@nhtsa.dot.gov) or call at 817-978-0661, 2000.



## The Rollover Convincer

Summer vacation is just around the corner and many Texas families are hitting the road. The Rollover Convincer is a wonderful reminder to "Buckle Up!"

The Rollover Convincer has been viewed by more than 8,388 people since October, 2000.

If you are interested in booking one of the Rollover Convincers, please contact Dana Runyan at 979-845-1104 or [dl-runyan@tamu.edu](mailto:dl-runyan@tamu.edu).



## Comal County - New Braunfels, Texas

There was a strong turnout at the checkup event in New Braunfels. Comal County Extension Agent-Health and certified technician, Kathleen Greer did a great job putting this event together in New Braunfels on January 30, 2001.

### The statistics:

■ Total child safety seats (CSS) checked	60
■ Children arrived correctly restrained	1
■ Number of recalled seats	2
■ Old and unsafe CSS collected	15
■ Number of CSS distributed	24
■ Children arriving unrestrained	2



Comal Extension Agent and certified technician, Kathleen Greer (left) assists with a child safety seat installation.

## Tyler County - Woodville, Texas

Sherry Gardner, Extension Agent-FCS, planned a successful checkup event in Woodville on March 6, 2001. Thanks to Matt McCarver, Extension Agent-AG for his wonderful support. He was there to assist for the entire event.

Certified technician, Sgt. Earny of the Beaumont Police Dept. assists with a child safety seat at the Woodville event.



### The statistics:

■ Total child safety seats (CSS) checked	49
■ Children arrived correctly restrained	1
■ Number of recalled seats	1
■ Old and unsafe CSS collected	20
■ Number of CSS distributed	29
■ Children arriving unrestrained	4

### ATTENTION ALL TECHNICIANS/INSTRUCTORS!

The CPS Board's web site is now housed at the University of North Carolina Highway Safety Research Center. The new address, <http://www.cpsboard.org>, should remain with the service, regardless of its host.

#### Curriculum revision nears completion

All currently certified instructors will receive a 2001 edition of the *Instructor Guide and Test Packet* in late March or early April. All currently certified technicians will receive a 2001 edition of the *Participant Manual*. Notification regarding the specific date that new materials will be available for spring and summer courses will be included with the *Instructor Guide and Participant Manual* shipments.

Source: *Safe Ride News*, January/February 2001.

## 243,000 Bicycle Helmets Recalled

The Consumer Product Safety Commission (CPS) and three manufacturers issued recall notices for over 243,000 bicycle helmets. CPS warns that they should NOT



be used because of the potential for injury in a fall.

The helmets are:

■ "X-Games Aggressive" helmets, black, white, chrome, label inside reads SGS CPSC CY50159; return to retailer for replacement or refund; Variflex Inc., 800-248-5327.

■ TSG helmets, black, blue, serial numbers SN:00170 or 00171; date code Jan., Feb., April 2000; return to manufacturer for refund; NHS Inc., 877-743-7820.

■ Guardian Junior helmets, slate blue date code: 2000/4; model numbers 007471, 007958, 009437, 009455; return to store for refund; First Team Sports, 800-528-5872.

Source: *Safe Ride News*, January/February 2001.



## Thinking about conducting a child safety seat checkup event this summer?

The National Weather Service reminds us that summer heat is the silent killer.



With summer comes hot weather, an increase in outdoor activities, and an increase in heat-related deaths and illnesses. Fact is, on average more Texans are killed by heat each year than by tornadoes or hurricanes.

An easy rule-of-thumb to remember this summer, and especially if conducting events outside, is “**when the temperature goes up, slow down.**” No matter what activity is planned, remember these simple safety rules and make summer safer.

- \* **Slow down.** Heed your body’s early warnings. Reduce activities and stay in a cool, shady or air-conditioned place as much as possible.
- \* **Don’t dry out.** Drink plenty of non-alcoholic liquids. Doctors recommend a glucose replacement drink for those who are outside for more than an hour or two. If this is not available, a good substitute is plain water. Remember to drink water often, even if you’re not thirsty.
- \* **Dress for hot weather.** Wear lightweight, light-colored and loose-fitting clothing to help maintain normal body temperature. A wide-brim hat or cap is a must if outside. Wear sunglasses if prolonged exposure to the sun’s rays and glare is anticipated, especially while driving.
- \* **Avoid thermal shock.** Go slow for those first few hot days. Heatstroke frequently develops swiftly with little warning. Over half of heatstroke victims become ill less than 24 hours before being hospitalized or found dead.
- \* **Get out of the heat.** If your residence is not air-conditioned, get to an air-conditioned environment for at least a few hours a day. A shopping mall or theater is an excellent place in which to escape the heat of summer. If this isn’t possible, a well-ventilated shady area will do. Today’s ceiling fans provide adequate air circulation in non-air-conditioned homes and buildings. If driving, use your car’s air conditioner.

\* **Don’t get too much sun.** Sunburn makes the body’s job of heat dissipation more difficult. Besides a hat, sunglasses and proper clothing, a good sun screen is recommended, especially for fair-skinned individuals. Car sunvisors offer protection from direct sun and glare for both drivers and passengers.

\* **Beware of high humidity.** Perspiration is the body’s natural way of cooling the skin. When the humidity is low, this evaporation actually “cools” the skin. Air movement, such as with a breeze, fan or air conditioner, acts to evaporate perspiration and cool your body. When the humidity is high, this evaporative cooling process is lost, and the danger of heat-related illness or death is greatly increased.

During periods of high temperature coupled with high humidity, National Weather Service Offices serving Texas will routinely broadcast the “heat stress index” in forecasts, special releases and over NOAA Weather Radio broadcasting on VHF frequencies between 162.400 MHz and 162.550 MHz. Local radio and TV stations, plus The Weather Channel, CNN and other news/weather channels will also broadcast the “heat stress index,” as well as hourly temperatures and relative humidity.

To obtain an “apparent temperature chart” and/or related summer heat wave brochure, contact the National Weather Service Office nearest you. Or surf <http://www.srh.noaa.gov>, the web site of the National Weather Service Southern Region.

Children are especially vulnerable to the heat build-up in vehicles. For more information see *Safe Ride News, May/June 2000*. Remember to follow the safety rules of summer and play it smart, especially if planning a child safety checkup event. In the vernacular of today’s teenagers, “Be Cool!”

**Don’t forget your pets.** They are subject to the same dangers posed by hot weather as we humans. Make sure they have a cool, shady, well-ventilated place in which to rest during the heat of the day, and provide them with a good supply of fresh cool water.

Source: Larry Peabody, National Weather Service, Austin/San Antonio 830-606-3717, 2000.



## COLLEGE STATION POLICE OFFICER'S KINDNESS Leads Driver to Change Her Habits

I couldn't believe it. He was pulling me over. What had I done to get the attention of a motorcycle policeman during a busy lunch hour? I was baffled.

The blinking, rotating blue and red lights followed me into the Target parking lot as passing motorists turned their heads to watch. They were relieved they weren't in my shoes.

Many of us will do anything to avoid drawing the attention of police officers. If you're honest, you'll admit that red flags automatically pop up in your mind when you spot a cop—even when you're not guilty of anything.

You've heard of the white coat syndrome associated with doctors. I think there's a corresponding blue uniform syndrome linked to law enforcement officials. It's normal to panic a little when you see one.

I came to a stop and waited uncomfortably, wondering why this policeman was on my bumper. When the officer approached me, he asked a simple question: "Do you know why I pulled you over?"

To which I honestly replied, "I haven't a clue."

He then proceeded to explain that I was violating the safety belt statute. You're wearing your safety belt improperly," he stated.

"I'm what?" I asked.

You don't have your shoulder belt in the proper position," he explained.

At first I thought this policeman was being a little over zealous in doing his duty, until he began to explain.

He told me how a man who was wearing his safety belt improperly (like I was) had a horrible car wreck. The officer then explained graphically what happened to the man and how his safety belt contributed to his death. I was all ears.

The officer then politely shared with me why he felt the safety belt law was so important and the reason he was so committed to educating motorists about safety issues.

I asked questions, and he answered them with facts and examples.

No, he didn't give me a ticket. And he didn't give me a lecture. I did get a warning citation, and I got an education on some issues that could save my life.

After he drove off, I began thinking about how difficult it is to be a police officer. These professionals deal daily with difficult people, and they rarely have the opportunity to bring glad tidings.

Unlike other public servants, police officers are tasked with enforcing the law. This often entails getting people to do something they don't want to do.

Can you imagine going to work every day knowing that you'll be facing the

wrath of many of the people you meet just because you're doing your job? This is one of the toughest work environments a person will ever face. It demands finesse at all times.

The officer who stopped me immediately put me at ease, so I didn't feel threatened.

He started by asking a question, instead of giving me an order. I was able to relate to him from the onset. We were two individuals carrying on a conversation.

This man, whom I'd never met before, treated me with respect, and I reciprocated. By the end of our talk, I believed that he had my best interests at heart.

Nowadays, I never drive unless I'm properly belted in. I owe a lot to that officer who took the time to teach me about the importance of seat belt safety.

I think he knows that kindness and respect can persuade even a hard-headed individual. It worked on me.

*Source: Brenda Lee-Sims, Texas Engineering Extension Service, from the Bryan College Station Eagle, 2000.*



**Save a Life™**  
Texas Department of Transportation



## 24 New Technicians Trained

**A** NHTSA Standardized Child Passenger Safety Technical Training was conducted in Abilene, Texas, on February 20-23, 2001. The 24 new Certified Technicians included seven law enforcement officers, two fire fighter professionals, three EMS professionals, four county

Extension agents, four health professionals, three school professionals and one daycare provider. After the successful training, a checkup event was conducted at Toys R Us in Abilene on February 23, 2001.

Despite torrential pouring rain, 14 child safety seats were



Technician candidates take notes during class in Abilene.

checked, six unsafe seats were collected and six new seats were distributed before the event was called after 30 minutes due to the danger of lightning.

*Steve Anderson has provided the following information:*

### International Center for Injury Prevention Training Institute

The International Center for Injury Prevention (ICIP) has announced the opening of its training institute in San Antonio, Texas. The institute will offer a wide range of injury prevention programs, as well as instructor development, coalition building, and program development courses.

The International Center for Injury Prevention's corporate headquarters is in Stevens Point, Wisconsin and has regional offices in Washington, D.C., Atlanta, Chicago, and Detroit. Long known for its ability to provide quality safety products to community and state programs through discount programs, ICIP has expanded its services to meet the ever-expanding needs of local, state and national organizations. Transportation safety services offered in 2001 include but are not limited to:

- Child Passenger Safety Training Courses
- Occupant Protection Programs
- Bicycle Safety and Helmet Use Programs
- Older Driver Programs
- Teen Driver Programs
- Distracted Driver Programs
- Aggressive Driver Programs

To find out more on the services available through the International Center for Injury Prevention Training Institute please contact Steve Anderson at:

- 210-541-3932 (phone)
- 210-541-3933 (fax)
- 210-669-2599 (cell-phone)
- steve@cipsafe.org (e-mail)

The newsletter, *On The Road With...* is produced quarterly by the Texas Agricultural Extension Service, Rural Passenger Safety Education Project in cooperation with the Texas Department of Transportation.

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*Extension programs serve people of all ages regardless of socioeconomic level, race, color, sex, religion, disability, or national origin.*

## TIMELY TIPS NEW Into the Millennium

### April 2001

- 🕒 4/26/01 CSS Checkup Event, Hall County Courthouse, contact Ext. Agent, Ann Rainey at 806-259-3015

### May 2001

- 🕒 5/01 Motorcycle Awareness Month
- 🕒 5/8-5/11/01 NHTSA Child Passenger Safety Training (TAEX), Gainesville, contact Myrna Hill at 979-862-4855
- 🕒 5/12/01 CSS Checkup Event, Super Wal-Mart, Beaumont, contact TxDOT-TSS, Georgette Pillitere at 409-898-5719
- 🕒 5/13-5/19/01 National Emergency Medical Services Week
- 🕒 5/14-5/20/01 National Transportation Week
- 🕒 5/16/01 Operation Lifesavers Awareness Day (rail-grade crossing)
- 🕒 5/19-5/25/01 Safe Boating Week
- 🕒 5/21-5/28/01 Buckle Up America Week and Operation ABC Mobilization Week
- 🕒 National Motorcycle Safety Month
- 🕒 National Bike Month

### June 2001

- 🕒 6/01 Fifth Annual Native American Lifesavers Conference, North Dakota
- 🕒 6/3-6/6/01 International CPS Technical Conference, Indianapolis, IN. Contact ICIP, 800-344-7580, ext. 12 or <http://www.cipsafe.org>
- 🕒 6/11-6/15/01 4-H State Roundup, Safety Contest, June 14, 2001







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