

BUILDING SAFE COMMUNITIES

SPECIAL FIRST RESPONDERS EDITION
JUNE 2011



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SPECIAL LINKS:

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[GOVERNORS HIGHWAY SAFETY ASSOCIATION](#)

[DATA-DRIVEN APPROACHES TO CRIME AND TRAFFIC SAFETY \(DDACTS\)](#)

[MARYLAND SAFETY AND TRANSPORTATION KNOWLEDGE ONLINE \(DDACTS\)](#)

[INTERNATIONAL ASSOCIATION OF CHIEFS OF POLICE](#)



SPECIAL DATES OF INTEREST:

- JUNE 20—RIDE YOUR MOTORCYCLE TO WORK DAY
- AUGUST 19-SEPTEMBER 5 - "DRUNK DRIVING. OVER THE LIMIT. UNDER ARREST" NATIONAL CRACKDOWN
- DECEMBER - NATIONAL DRUNK & DRUGGED DRIVING (3D) PREVENTION MONTH
- DECEMBER 15-JANUARY 2, 2012 - "DRUNK DRIVING. OVER THE LIMIT. UNDER ARREST." NATIONAL CRACKDOWN

SEE THE 2011 CALENDAR OF EVENTS ON PAGE 8.

PROFESSIONAL RISKTAKERS... AND ROLE MODELS

Submitted by Robert Wall, public education coordinator, Prince William County (VA) Department of Fire and Rescue, and chair, National Child Passenger Safety Board



As professionals in the field of safety, first responders take public safety seriously. Some agencies have elaborate training facilities and regiments to ensure we get the job done right and safely. "Everyone Goes Home" at the end of the day is the motto we hear time and time again as we train and work side-by-side with our coworkers and the community. Our families depend on the fact that we will come home at the end of our shifts. Our second families, our coworkers, and the community know we will

be there when called. Many times, we are the ones that take the ultimate risks, putting our lives on the line to get the job done. These risks are numerous but one risk that many take for granted is driving. Getting to the scene is the first step of the process of our job. If we fail to arrive, our mission is incomplete. If we misstep on the way we could lose the battle to keep our community safe. Most importantly, we could lose the war and not make it home to our loved ones.

As we work in the community, we also become role models for "Best Safety Practices." How many of us get the "I didn't do it" line when we tell people what we do for a living? How many kids stop and stare as the police, fire, or.... READ MORE ON PAGE 4.

NATIONAL SAFE ROUTES TO SCHOOL PROGRAM
PROMOTES ROLE FOR **Law Enforcement**

ON-LINE RESOURCES FOR LAW ENFORCEMENT

The National Highway Traffic Safety Administration (NHTSA) has launched a new Web-based resource Safe Routes to School (SRTS) for Law Enforcement. While law enforcement has always been a visible presence in the Nation's school system, SRTS offers the enhanced tool for local law enforcement officers' partnership with walkable communities. These tools include tips, take-away material, talking points, additional Web resources and activities for children on pedestrian, bicycling, and safe routes to school issues.

To learn more about the SRTS for Law Enforcement resource, visit www.saferoutesinfo.org/lawenforcement/ and to get more information about SRTS, contact Paula Bower, NHTSA Bicycle and SRTS Program Manager at paula.bower@dot.gov or 202-366-2692.



2009-2010 AWARDS

The International Association of Chiefs of Police (IACP) National Law Enforcement Challenge awards represent the best in traffic safety and law enforcement. The agencies and individuals being recognized have worked hard to ensure that the Nation’s roadways are safe. There is no other single program or strategy for making the roads safer that works as well as law enforcement. The National Law Enforcement Challenge recognizes

and awards the best overall traffic safety programs in the United States. The program focuses on agencies efforts to enforce laws and educate the public about occupant protection, impaired driving, and speeding. The most effective and noteworthy safety programs combine officer training, public information, and enforcement to reduce crashes and injuries within their jurisdictions.

The National Law Enforcement Challenge complements all the other training and public information programs provided by NHTSA to promote traffic safety.

The IACP, contracted by NHTSA, manages the National Law Enforcement Challenge. The IACP believes the best way to promote and build participation in the national program is to encourage States to establish and conduct their own National Law Enforcement Challenge programs. Currently 15 States have comparable programs.

Each year, corporate partners join the IACP to assist with providing an enjoyable awards program for the winners and sponsors. These partners are active participants in the awards program and in presenting the awards to the winners. See awards list below.

AWARD CATEGORY	PLACE
<i>Municipal: 1-10 Sworn Officers (33 applicants)</i>	
Middleton, TN (4 sworn)	1st Place
Berlin, VT (5 sworn)	2nd Place
Wartburg, TN (4 sworn)	3rd Place
<i>Municipal 11-25 Sworn Officers (71 applicants)</i>	
Port Wentworth, GA (21 sworn)	1st Place
Glen Carbon, IL (19 sworn)	2nd Place
Geneseo, NY (11 sworn)	3rd Place
<i>Municipal 26-45 Sworn Officers (58 applicants)</i>	
Roselle, IL (36 sworn)	1st Place
Brownsville, TN (31 sworn)	2nd Place
El Cerrito, CA (43 sworn)	3rd Place
<i>Municipal 46-75 Sworn Officers (58 applicants)</i>	
Buffalo Grove, IL (71 sworn)	1st Place
Cookeville, TN (69 sworn)	2nd Place
Bristol, TN (68 sworn)	3rd Place
<i>Municipal 76-100 Sworn Officers (30 applicants)</i>	
Downers Grove, IL (81 sworn)	1st Place
Livermore, CA (96 sworn)	2nd Place
Gainesville, GA (98 sworn)	3rd Place
<i>Municipal 101-200 Sworn Officers (47 applicants)</i>	
Naperville, IL (175 sworn)	1st Place
Franklin, TN (135 sworn)	2nd Place
Lynchburg, VA (162 sworn)	3rd Place
<i>Municipal 201-500 Sworn Officers (31 applicants)</i>	
Tallahassee, FL (350 sworn)	1st Place
Rockford, IL (285 sworn)	2nd Place
Chesterfield, VA (477 sworn)	3rd Place
<i>Municipal 501-1000 Sworn Officers (8 applicants)</i>	
Fresno, CA (831 sworn)	1st Place
Virginia Beach, VA (776 sworn)	2nd Place
Henrico County Police, VA (578 sworn)	3rd Place

AWARD CATEGORY	PLACE
<i>Municipal 1001 or more Sworn Officers (9 applicants)</i>	
Fairfax County Police, VA (1391 sworn)	1st Place
Nashville Metro Police, TN (1329 sworn)	2nd Place
DeKalb County Police, GA (1063 sworn)	3rd Place
<i>Sheriff 1-25 Sworn Deputies (7 applicants)</i>	
Twiggs County, GA (25 sworn)	1st Place
Taylor County, GA (10 sworn)	2nd Place
Sagadahoc County, ME (19 sworn)	3rd Place
<i>Sheriff 26-50 Sworn Deputies (13 applicants)</i>	
Habersham County, GA (31 sworn)	1st Place
Wythe County, VA (34 sworn)	2nd Place
Elbert County, GA (29 sworn)	3rd Place
<i>Sheriff 51-100 Sworn Deputies (8 applicants)</i>	
Tift County, GA (61 sworn)	1st Place
Augusta County, VA (64 sworn)	2nd Place
Kendall County, IL (55)	3rd Place
<i>Sheriff 101-250 Sworn Deputies (8 applicants)</i>	
Barrow County, GA (124 sworn)	1st Place
Hanover County, VA (206 sworn)	2nd Place
Coweta County, GA (130 sworn)	3rd Place
<i>Sheriff 251-500 Sworn Deputies (3 applicants)</i>	
Hall County, GA (273 sworn)	1st Place
Douglas County, GA (282 sworn)	2nd Place
No third place	3rd Place
<i>Sheriff 501-1000 Sworn Deputies (2 applicants)</i>	
Shelby County, TN (529 sworn)	1st Place
Jefferson County, CO (562 sworn)	2nd Place
No third place	3rd Place
<i>Sheriff 1001 or More Sworn Deputies (2 applicants)</i>	
Hillsborough County, FL (1231 sworn)	1st Place
San Diego County, CA (2466 sworn)	2nd Place
No third place	3rd Place

AWARD CATEGORY	PLACE
<i>Sheriff 1-25 Sworn Deputies (7 applicants)</i>	
Twiggs County, GA (25 sworn)	1st Place
Taylor County, GA (10 sworn)	2nd Place
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Shelby County, TN (529 sworn)	1st Place
Jefferson County, CO (562 sworn)	2nd Place
No third place	3rd Place
<i>Sheriff 1001 or More Sworn Deputies (2 applicants)</i>	
Hillsborough County, FL (1231 sworn)	1st Place
San Diego County, CA (2466 sworn)	2nd Place
No third place	3rd Place
<i>State Police – Highway Patrol 1-250 Sworn (3 applicants)</i>	
Montana Highway Patrol (226 sworn)	1st Place
North Dakota Highway Patrol (140 sworn)	2nd Place
Vermont State Police (220 sworn)	3rd Place
<i>State Police – Highway Patrol 251-500 Sworn (3 applicants)</i>	
Nebraska State Patrol (480 sworn)	1st Place
Maine State Police (323 sworn)	2nd Place
No third place	3rd Place
<i>State Police – Highway Patrol 501-1000 Sworn (4 applicants)</i>	
Colorado State Patrol (721 sworn)	1st Place
Georgia State Patrol (795 sworn)	2nd Place
Tennessee Highway Patrol (790 sworn)	3rd Place
<i>State Police – Highway Patrol 1001-2500 (5 applicants)</i>	
Missouri State Highway Patrol (1086 sworn)	1st Place
Illinois State Police (2008 sworn)	2nd Place
Washington State Patrol (1093 sworn)	3rd Place
<i>State Police – Highway Patrol 2501 or More Sworn (2 applicants)</i>	
California Highway Patrol (7500 sworn)	1st Place
New Jersey State Police (3019 sworn)	2nd Place
<i>Special Law Enforcement (7 applicants)</i>	
Illinois Dept. of Transportation – Division of Traffic Safety	1st Place
Crystal Lake Park District Police, IL	2nd Place
Georgia Dept. of Public Safety – Motor Carrier Division	3rd Place

AWARD CATEGORY	PLACE
<i>College – University Law Enforcement (14 applicants)</i>	
Georgia Southern Univ. Dept. of Public Safety	1st Place
East Tennessee University Police	2nd Place
University of South Florida	3rd Place
<i>Multi-Jurisdictional Agencies (10 applicants)</i>	
Cumberland Regional Law Enforcement Networks, TN	1st Place
Cuyahoga County DUI Task Force, OH	2nd Place
Sterling Police/IL State Police/Whiteside County, IL	3rd Place
<i>Military Police (2 applicants)</i>	
Fort Campbell, KY	1st Place
Fort Carson, CO	2nd Place
No third place	3rd Place
<i>Private Agencies (2 applicants)</i>	
IPTM, FL	1st Place
No second place	2nd Place
No third place	3rd Place
<i>State Associations (2 applicants)</i>	
Virginia Association of Chiefs of Police	1st Place
No second place	2nd Place
No third place	3rd Place
<i>International Agencies (2 applicants)</i>	
Ontario Provincial Police	1st Place
York Regional Police	2nd Place
No third place	3rd Place
<i>Championship Class (23 applicants)</i>	
<i>1st Place Winners from 2008-2009 Challenge</i>	
Plainfield, IL Police	1st Place
Wheeling, IL Police	2nd Place
Lake Zurich, IL Police	3rd Place
SPECIAL CATEGORY AWARDS	
Fairfax County Police, VA	Underage Alcohol
Petaluma Police, CA	Impaired Driving
Tift County, GA	Speed
Tift County, GA	Occupant Protection
Franklin, TN	Child Passenger Safety
Colorado State Patrol	Commercial Motor Vehicle
Colorado State Patrol	Motorcycle Safety
Buffalo Grove, IL	Bike/Pedestrian Safety
Minnesota State Patrol	Technology
Habersham County Sheriff, GA	Rookie of the Year
<i>Clayton J. Hall Memorial Award</i>	
Plainfield, IL Police	

SEAT BELTS SAVE LIVES

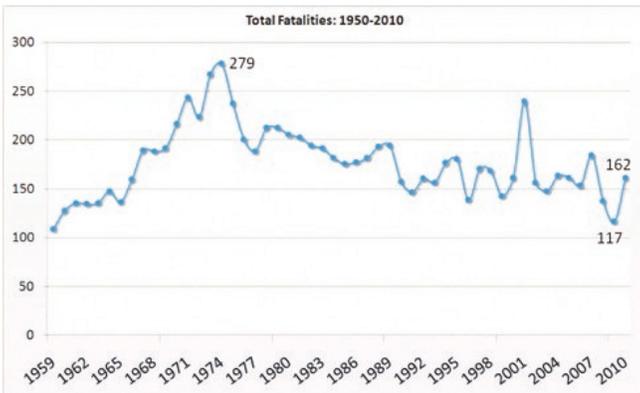
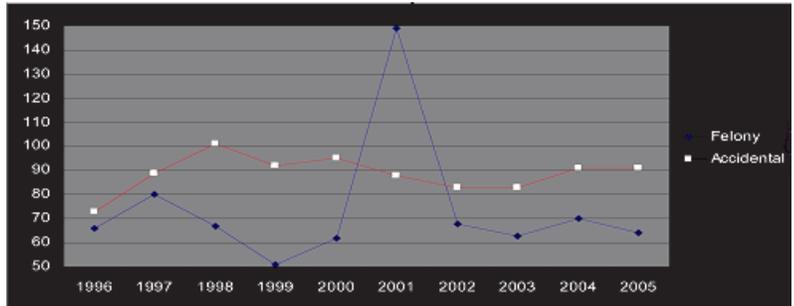


ROLE MODELS (CONTINUED)

EMS vehicles drive by? This role model status carries great power, the power of influence. We teach people each day as we drive by what they should or should not be doing. We all know that emergency response is dangerous and we really do not want the public to drive as we do most of the time. We can say, “Do not try this at home, we are trained professionals,” but, most of the time they will follow our lead. It's difficult to say, “Do as I say, not as I do” with a straight face. Some say it often, to our kids and even the public, but facts are facts, if we take the unnecessary risk and do not buckle up, neither will they...

Professional risk takers

Law enforcement officers spend much of their time working to make sure the rest of us can travel safely on our Nation's roads and highways – and their efforts have certainly paid off. Since 1970, the number of drivers and passengers killed in automobile crashes in the United States has declined by 20 percent.



Preliminary data from the National Law Enforcement Officers Memorial Fund indicates traffic fatalities were the leading cause of officer fatalities for the 13th year in a row. There were 73 officers killed in the line of duty—an increase of 43 percent from 2009.

Of the 73 traffic-related fatalities in 2010, 50 officers died in automobile crashes, 16 struck and killed by automobiles while outside of their vehicles, one died in a bicycle crash, and six died in motorcycle crashes.

Firearm fatalities increased 24 percent, from 49 fatalities in 2009 to 61 in 2010. Even more alarming, multiple-fatality shootings accounted for nearly 20 percent of all fatal shootings. Five incidents occurred in Fresno,

CA; San Juan, PR; West Memphis, AR; Tampa, FL; and Hoonah, AK, accounting for 10 officer fatalities.

Despite these facts, there is an open secret about seat belt use in law enforcement agencies. Many officers killed in line-of-duty car crashes aren't wearing seat belts. Dozens of officers across the country have died in crashes while not wearing seat belts in recent years – at least 64 between 2004 and 2008 alone, according to NHTSA data. About 40 percent of officers killed in crashes during that time period did not buckle up. A new study released in January 2011 from NHTSA has concluded that at least 42 percent of police officers killed in crashes during the past three decades were not wearing seat belts or other safety restraints.

The Federal study analyzed 733 crashes from 1980 through 2008. Of the officers killed in vehicle crashes in the 1980s, just 28 percent were using safety restraints at the time of the crashes. In the 1990s, the figure was 56 percent. However, in years that are more recent the figure has dipped to 50 percent – a disturbing trend.

Each State is different, but the numbers say the same thing. In Texas, 5 of the 13 officers killed statewide since 2007 in car crashes while on duty were unbuckled. Earlier this year, in a small eastern shore community in Virginia, both the police chief and the mayor, fatally injured in two separate crashes, did not buckle up. While these seem random and small in numbers, this trend repeats itself time and time again.

Fortunately, 2009 showed some encouraging trends about law enforcement fatalities in the United States. Data from the National Law Enforcement Officers Memorial Fund in Washington, DC, show that total officer fatalities declined nearly 16 percent, from 138 in 2008 to 116 in 2009. This is the fewest line-of-duty fatalities since 1959, when there were 109. The 2009 reduction was driven largely by a steep drop in traffic-related fatalities. After reaching a record high of 84 in 2007, traffic-related fatalities have fallen by 39 percent over

the past two years. Still, more officers died in traffic-related incidents in 2009 than from any other single cause of death.

It's impossible to know how many of those officers could have been saved if they had buckled up. One study suggests that officers were almost three times more likely to die in car crashes with their belts off. Why are the numbers so high?

Who is most at risk on the road?

The IACP tracked officer driving and crash trends in a study. This was a self-reporting, comparable look at the risks and causes of crashes by law enforcement officers nationwide.

The IACP Crash Police Fleet Crash Study shows:

- Municipal law enforcement officers have a 36 times greater chance of being involved in a crash than the public does
- State police and highway patrols have a 12 times greater chance of being involved in a crash than the public does:
 - The general public is involved in a crash every 131,000 miles driven
 - Law enforcement is involved in a crash every 28,000 miles driven

Why is law enforcement over-represented?

- A general comparison: the public's driving risks
- ROADWAY: potholes, construction, debris, signs, signals, terrain
- WEATHER: rain, snow, sleet, hail, sun, cloudy, wind, heat, cold, fog
- TRAFFIC: congestion, slow and fast drivers, impaired drivers, emergency vehicles
- TIME OF DAY: anytime

A general comparison: Law enforcements are the same PLUS:

- High-speed driving
- Distractions
- Emergency response
- Vehicle condition and added equipment
- Constant 360-degree vigilance
- Fatigue
- Long hours
- Late calls
- Working shift then going to court
- Working additional shifts
- Work physically or emotionally draining



Despite on-duty and off-duty injuries and fatalities, some police still don't wear seat belts and some even insist there's a reason.

Despite these risks, some officers and administrators suggest that police culture can at times discourage seat belt use. The seat belt, easily tangled on the holster, is a concern for these officers because it could hinder them if they have to exit quickly to confront a suspect. Others are concerned they'll be unable to control violent prisoners while buckled up.

Tough to spot trends

Several police-related Internet forums offer tricks for disabling seat belt alarms and for avoiding supervisors who monitor belt usage by officers on patrol.

The average police officer believes felons kill most cops, and that's not true. Cops are being killed in traffic crashes. Like the public, officers don't think it can happen to them.

Little research on seat belt use by police officers, make it tough to spot trends, or determine the extent of the problem. The limited data

ROLE MODELS (CONTINUED)

comes from sources ranging from NHTSA to an informal study based on the television show COPS, to statistics kept by police departments.

Some States have exemptions that allow police officers to remove their belts in emergency circumstances. However, in States where police are supposed to follow the same seat belt laws as the public, officers say the decision to buckle up isn't as simple as it might appear.

Trained and reminded

Every situation is different. You may have to jump out of the car quickly – there are times when officers have that mindset. They are supposed to wear it but the “COP OUTS” keep creeping into the perceived real world of police work.

“COP OUTS”

Despite these documented risks, officers still do not wear belts. Why?

- “Can’t get out of my car quick enough or I’m in and out of my patrol car too often.”
- “The belt keeps me from getting my weapon out...Gets tangled in my gun and other equipment in my gun belt.”
- “I don’t want to be trapped in a burning or submerged car.”
- “It catches on my badge, weapon, or clip-on mike.”
- “We are highly trained drivers.”
- “I don’t need to wear a belt when I’m slowly patrolling the streets at night.”
- “It will not happen to me.” (Sound familiar?)

Enforcement officials emphasize seat belt use during recruit training and send out periodic memos to remind officers of that responsibility. But?

One challenge to seat belt use is complacency

Some forget that they are driving a 2,000-pound bullet that kills as quickly, and at a greater rate, than the gun on their hip. Unfortunately, it sometimes takes a tragedy to force officers to re-evaluate personal seat belt use.

The headlines hit us as hard as anyone else and this tightly knit family has to reassess its view on seat belt safety. The headlines are haunting:

- An off-duty police officer and a Navy man were killed Friday night when their vehicle crashed on I-264 in Virginia Beach, VA.
- Off-duty officer killed in crash - Published: Friday, 26 Jun 2009
- Popular Rocky Mount officer fatally injured in crash – A popular Rocky Mount police patrolman and U.S. serviceman were fatally injured in a two-vehicle wreck on U.S. 220 early Saturday morning, police said.
- Smyth County deputy killed in car crash – January 5, 2009 – An off-duty Smyth County, VA, police officer was killed in a car crash over the weekend.
- Police say, “...the officer has a broken arm and dislocated shoulder and he wasn't wearing his seatbelt. Under Virginia law, they are not required to wear seatbelts although they are strongly encouraged.

These limited excerpts of news headlines in Virginia reveal a trend we all know: buckling up is a habit for life. On-duty or off, we must do the same thing each time we get into a vehicle – buckle-up. The pain of an officer's death in a car crash is long lasting for friends and family members. There's often no one to blame and only lingering, unanswered questions.

Six years ago, Marie Pyevach felt that emptiness after the death of her son, Houston, TX, police officer Frank Cantu. Cantu told his mother he didn't buckle up because the seat belt made it harder to jump out and confront suspects. He said, "I need to be ready, I have to be ready," Pyevach remembered. “You always wonder why he didn't have a seat belt on. I don't know, I just don't know.”

Role Models

As we attempt to educate the public through both public information and enforcement, we have to emphasize the power of public perception. This negative view of first responders unbuckled, could make a difference. How can officers write tickets for seat belt and child safety seat violations if "they" don't buckle up? How can we teach our children to buckle-up or use a booster seat if we drive away unbuckled?



This public perception is not just a law enforcement issue; it's a first responder issue. Firefighters nationwide are also losing the traffic battle. Motor vehicle crashes are the number one cause of trauma-related fatalities to firefighters nationwide. In some cases, unbuckled firefighters thrown from emergency vehicles, or falling off responding vehicles and losing their lives are not able to complete the mission at hand, protecting the community. We are ineffective in completing our mission if we don't make it to the scene. Traffic crashes are a serious threat to everyone, regardless of our profession.

How many times a day do we, first responders, fail to wear seat belts? This failure is not a system failure. We cannot point a finger at anyone and we cannot put the blame on someone else or something else. Not using seat belts is our own fault, we have no excuse, we the professional risk-takers, are the issue.

How can we be effective public educators and protectors if we do not follow these simple lifesaving tips we so handily use to teach the public. As all of us in public safety try to find effective ways to educate and protect the community, we are losing good people in our own profession because they fail to be "The Role Model."

To get more information regarding this article, contact Bob) Wall, chair, National Child Passenger Safety Board, Prince William County Department of Fire & Rescue at 703-792-7736 or RWall@pwccgov.org.

A promotional banner for an impaired driving prevention campaign. At the top is a close-up image of the American flag. Below the flag, on the left, is the logo "buzzed driving is drunk driving" where "buzzed" is in a stylized font and "drunk driving" is in a smaller font. In the center, the text reads "4th of July - Independence Day Impaired Driving Prevention Campaign June 19 - July 4, 2011". On the right is a logo for "DRUNK DRIVING OVER THE LIMIT. UNDER ARREST." which includes a graphic of a car's front end and a blue flame-like shape above the text.

We are on the web!

www.nhtsa.gov

**SAFE COMMUNITIES
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The Safe Communities Service Center is the national portal for the distribution of traffic safety materials and support for traffic injury prevention coalitions, traffic safety partners and the public for the National Highway Traffic Safety Administration.

**SUBSCRIBE TO OUR NATIONWIDE
NEWSLETTER AT**

SAFE.COMMUNITIES@DOT.GOV

**COMMUNITY TRAFFIC SAFETY
COALITION BUILDING AND SUPPORT**

2011 CALENDAR OF EVENTS

Date	Event	Sponsor
June 5-11	National Tire Safety Week	Multiple public and private organizations
June 20	Ride Your Motorcycle to Work Day	Ride to Work, Inc.
July 31-August 3	International Forum on Traffic Records and Highway Safety Information Systems (Charlotte)	Assn of Transportation Safety Information Professionals
August 7-13	National Stop on Red Week	Federal Highway Administration
August 19-September 5	"Drunk Driving. Over the Limit. Under Arrest" National Crackdown	NHTSA
September 18-24	National Seat Check Saturday and Child Passenger Safety Week	NHTSA
September 25-28	Governors Highway Safety Assn (GHSA) Annual Meeting (Cincinnati)	GHSA
October	International Walk to School Month (Walk to School Day: Oct. 6)	Partnership for a Walkable America
October 3-7	National School Bus Safety Week	National Assn of Pupil Transportation
October 16-22	National Teen Driver Safety Week	State Farm, The Children's Hospital of Philadelphia
October 17-21	Drive Safely Work Week	Network of Employers for Traffic Safety
December	National Drunk & Drugged Driving (3D) Prevention Month	NHTSA, MADD, GHSA
December 15-January 2, 2012	"Drunk Driving. Over the Limit. Under Arrest." National Crackdown	NHTSA, MADD, GHSA