

'Click It or Ticket' effort set by law enforcement

As the travel season shifts into high gear in Oregon, law enforcement agencies across the state are taking the national "Click It or Ticket" campaign on the road again.

Police departments, sheriff's offices and Oregon State Police always pay attention to make sure that drivers and passengers are safely restrained in their vehicles.

But during the national Click It or Ticket blitz that began Monday, May 22 and which will continue through Sunday, June 4, they will be watching closely for this vital yet simple safety law.

"Motor vehicle crashes are the leading cause of death and disability for all Americans age 1 through 34, according to the National Centers for Disease Control," said Carla Levinski, occupant protection program manager at the Oregon Dept. of Transportation's Safety Division.

"The goal is simple -- to save more lives by convincing and reminding seat belt users and nonusers to buckle up on every trip."

In fact, the 2005 Oregon Legislature extended the state's seat belt law to include vehicles for hire, such as taxis, limousines, shuttles and vans.

As of Jan. 1, 2006, Oregon law requires occupants of these commercially operated passenger vehicles to use safety restraints. All occupants 16 and older are responsible to buckle themselves up, and adult passengers are responsible for properly restraining children younger than 16 in seat belts or child safety seats. Only taxi drivers are exempt from the law.

ODOT has produced free "Seat belts must be worn in this vehicle" stickers for operators of these types of vehicles. They may be obtained from ODOT's Transportation Safety Division at (800) 922-2022 or in Salem at (503) 984-4190.

"Seat belts are the simplest and cheapest way to reduce fatalities in motor vehicle crashes," Levinski said. "Although Oregon has the nation's fifth-highest belt usage rate at about 93 percent, that remaining 7 percent costs more than a hundred lives a year in Oregon."

The 2006 "Click It or Ticket" national traffic enforcement agencies, most of which receive traffic safety overtime funding through ODOT's "Three Flags Campaign," will team with offi-

cers nationwide to encourage proper use of safety belts and child restraints -- by everyone, on every trip.

"In Oregon, law enforcement will focus efforts during this spring's blitz on educating the public regarding booster seat use for children, prohibition of minors under 18 from riding in the open bed of pickup trucks, and the recent change to Oregon law requires belt use by occupants of taxis, shuttles, limos and other vehicles for hire," Levinski said.

Lack of safety belts use can be deadly. In 2004, 36 percent of persons who died in Oregon crashes were reportedly not using safety restraints. Unbelted occupants are 10 times more likely to be ejected in a crash than one who is belted and odds of surviving an ejection are estimated at one in four.

During 2004, lower safety belt use on rural roadways contributed to 80 percent of Oregon's total traffic fatalities occurring in rural areas.

Oregon law requires that all motor vehicle operators and passengers be properly secured with a safety belt or safety harness.

This means that both parts of a lap and shoulder belt system must be worn together, only one person per belt, and no placement of the shoulder belt behind the back or under the arm. Any of these situations places the vehicle occupant at severe risk of internal crash injury.

Children younger than 4 or weighing less than 40 pounds must be restrained in child seats.

Children older than 4 or weighing more than 40 pounds must use a booster seat until they turn 6 and weigh at least 60 pounds.

While it is not the law in Oregon, it is strongly recommended that children 12 and under ride in rear seating positions. Research indicates that such rear seating reduces the risk of injury by 37 percent for that age group



A RETIREMENT celebration for Alice Pace, of First American Title Co., es-crow officer in the Cave Junction office, was held Thursday, May 18 at the CedarBrook clubhouse on Laurel Road. She has worked for the title company approximately 18 years. Party guests were co-workers and others in the financial and real estate sectors with whom she has worked. Her official retirement date is slightly more than a week away. (Photo by 'Illinois Valley News')

Wind energy in Umatilla County could = bucks

Wind energy development in Umatilla County could have a multimillion dollar effect on the state's economy, according to a recent special report released by the Oregon State University (OSU) Extension Service.

OSU researchers used economic models developed by the National Energy Renewable Laboratory and the university. They estimated the current effect of the wind industry, and what the effect of wind energy development would be in an "optimized" economy.

An optimized economy is one in which at least 75 percent of the businesses and facilities needed to support wind development are local.

According to the report, "Umatilla County's Economic Structure and the Economic Impacts of Wind Energy Development: An Input-Output Analysis," Umatilla's wind industry has the potential to grow into a \$40 million business and provide numerous new jobs to the area's rural communities if local infrastructure is developed.

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Lomakatsi Restoration Project involves thinning 5 acres at IVHS location

On Wednesday, May 24, Lomakatsi Restoration Project worked to complete its most recent 100-acre National Fire Plan fuels reduction grant by thinning 5 acres of woodlands adjacent to Illinois Valley High School (IVHS).

Lomakatsi has been coordinating this 5-acre fuel reduction treatment with the support of IVHS Assistant Principal Gary Thornhill.

The work on school property will allow vocational education classes to observe and discuss the stages of a fuels reduction project -- from planning, botany, and workforce training, to actual project implementation.

Classes that have expressed interest in viewing the project as it progresses are Landscape Design, Construction, and Power Mechanics.

In 2001, Lomakatsi applied to the National Fire Plan (NFP) for funding to support its "Multi-Regional Ecological Fuels Reduction Workforce Training Program" to include "defensible space" fuels reduction treatments for private land in Illinois Valley.

When the program was funded, it allowed Lomakatsi to bring the first NFP dollars for on-the-ground projects to Illinois Valley. Lomakatsi created the first grants in order to foster an available workforce by providing on-the-job training to seven local ecological restoration, botanical studies, and fire ecology with hands-on vocational training and on-

the-ground fuels reduction projects, reducing wildfire risk to homes and properties in the Illinois Valley area, the organization said.

During 2002-03, Lomakatsi again received NFP funding and continued to combine vocational training in fuels reduction and employing workers from Illinois Valley. In this second phase of the training program, Illinois Valley trainees also worked in the communities of Williams, Applegate, Talent, Ashland, and Coletina Valley area.

Providing hands-on training in other communities broadened participants' understanding of the diversity of fire-adapted ecosystems across Southwestern Oregon.

Following these consecutive training projects, Lomakatsi was awarded an additional grant to continue fuels reduction work on 100 acres in Illinois Valley.

The 5-acre project at IVHS is the culmination of this series of Lomakatsi's grants and workforce training projects for the Illinois Valley region.

Lomakatsi Restoration Project is a nonprofit organization established in 1995 to educate and involve communities in restoration of the diverse ecosystems of the Cascade-Klamath-Siskiyou bio-region, the group said.

Since 2001, Lomakatsi has received a series of grant funding from NFP to perform workforce training, fuels reduction, and small-diameter utilization projects in Illinois Valley.

Questions and Answers by Cheryl A. Valentine Executive Director Lovejoy Hospice



In an effort to help you to be better informed about hospice care in our community, Lovejoy Hospice produces an informative question and answer column each month. Look for our column printed on the fourth Wednesday edition of the Illinois Valley News.

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