The Colville Confederated Tribes Child Restraint Law Development Rebecca Hunt¹; Bernadine Phillips¹; Zekkethal Vargas-Thomas¹; Tam Lutz², MPH, MHA; Nicole Smith², MPH; Carol Grimes², MPH; Jodi Lapidus², PhD ¹Colville Confederated Tribes ²Northwest Portland Area Indian Health Board

Motor vehicle crashes are the leading cause of death for American Indian children. Proper use of child safety seats can substantially reduce fatal injuries. Primary laws have been an effective way to increase seat belt and child safety seat use¹.

The Colville Confederated Tribes is a land based tribe, comprised of four districts, in Washington State. As a sovereign nation the tribe is not subject to state laws. The tribe may adopt the state law, have no law, or enact its own seat belt and child passenger safety law. Currently the tribe has a primary seat belt law but it does not require child safety seats. Drivers may be stopped and cited if a child is not using any restraint, but drivers cannot be cited for not using a child safety seat.

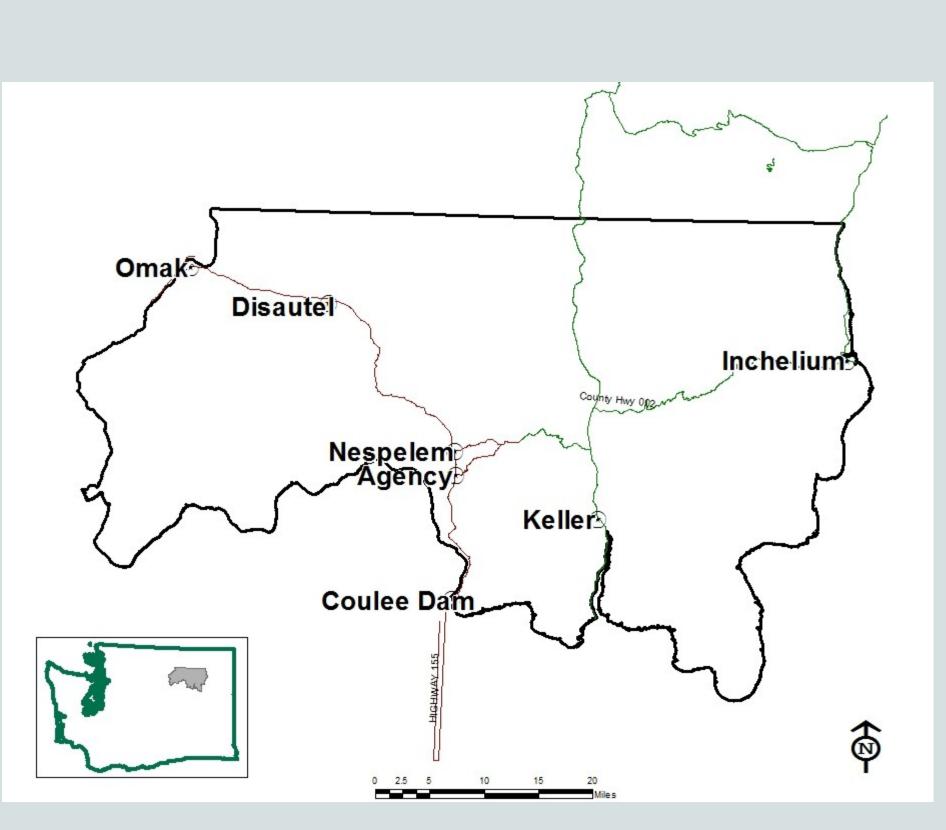
- reservation plus an adjacent community site off-reservation
- use
- Developed a community intervention plan to increase child passenger safety

- which requires booster seats until age 8

Funding and Partnership The Native CARS study is a 5-year research study funded by the National Institutes of Health's 1 CMHO Institute on Minority Health and Health Disparities and is a partnership with the NPAIHB, the University of Washington, and six Northwest tribes. This partnership aims to design and evaluate interventions to improve child safety seat use in tribal communities.

¹ Centers for Disease Control and Prevention. Vital Signs: Nonfatal, Motor Vehicle-Occupant Injuries (2008) Among Adults – United States. Morbidity and Mortality Weekly Report, Vol. 59, January 4 2011. Lapidus J, Lutz T, Bigback K, Philips B, Smith N. Native CARS): Nez Perce Tribal Report. Portland, OR: Northwest Portland Area Indian Health Board, November, 2009.

BACKGROUND



METHODS

Conducted observational surveys & driver interviews in four districts of the Colville

Interviewed community members to discern factors relevant to child passenger restraint

Intervention plans were reviewed by community focus groups, refined, and implemented

RESULTS

On reservation in 2009, child safety seat use ranged from 19% to 62% by district Proper restraint was higher (80%) where drivers were subject to Washington State law

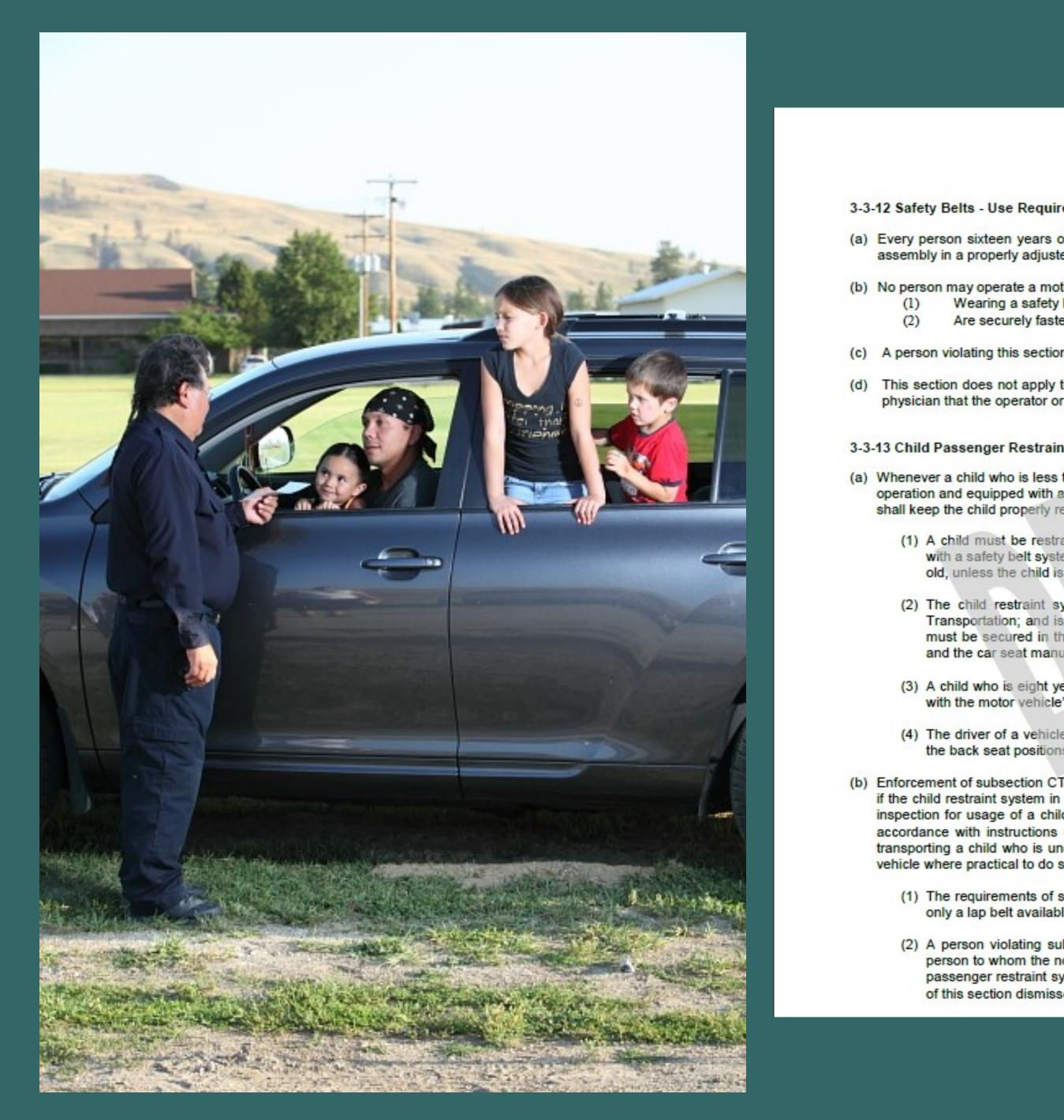
Elicitation interviews indicated that a ticket would motivate people to use child safety seats

INTERVENTIONS

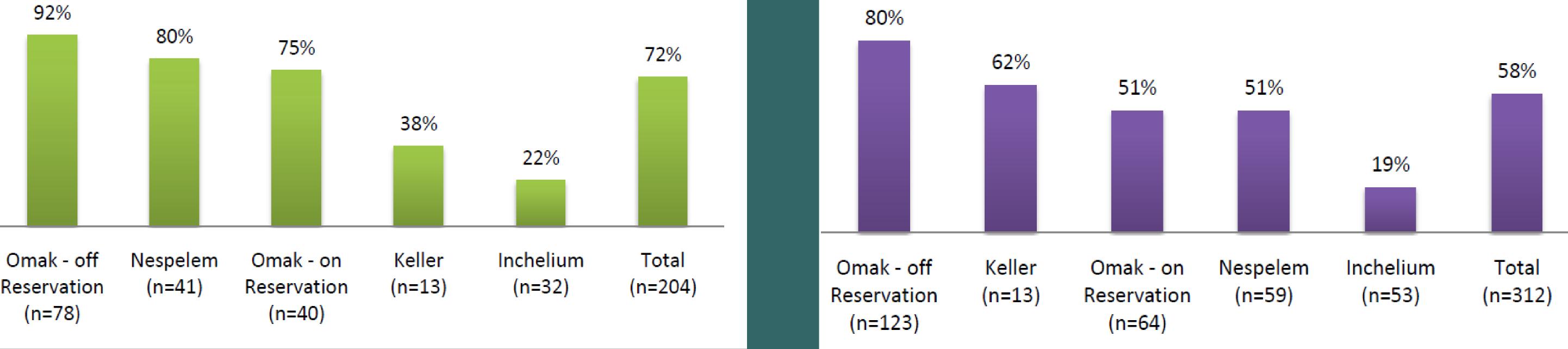


DOWN THE ROAD

- expected to pass
- amendment



Percent of Colville Drivers Wearing a Seat Belt by District



Designed community interventions including developing a law & order code that amends the primary law to include child safety seats Developed a diversion program to complement the child restraint law

The law amendment will be proposed to Colville Tribal Council and is

Child safety seat use will be evaluated in spring 2011 & spring 2013 to determine the effectiveness of community interventions, including the law

Are securely fastened into a federally approved child passenger safety rest



Percent of Properly Restrained **Children by District**