

9-5-12

**Proposed amendment to Oregon Vehicle Code to give
skateboards the same legal status as bicycles**

801.026 General exemptions; exceptions.

...

(6) Devices that are powered exclusively by human power are not subject to those provisions of the vehicle code that relate to vehicles. Notwithstanding this subsection, bicycles and skateboards are generally subject to the vehicle code as provided under ORS 814.400.

...

BICYCLES AND SKATEBOARDS

814.400 Application of vehicle laws to bicycles and skateboards. (1) Every person riding a bicycle or a skateboard upon a public way is subject to the provisions applicable to and has the same rights and duties as the driver of any other vehicle concerning operating on highways, vehicle equipment and abandoned vehicles, except:

(a) Those provisions which by their very nature can have no application.

(b) When otherwise specifically provided under the vehicle code.

(2) Subject to the provisions of subsection (1) of this section:

(a) ~~A bicycle is a~~ Bicycles and skateboards are vehicles for purposes of the vehicle code; and

(b) When the term "vehicle" is used the term shall be deemed to be applicable to bicycles and skateboards.

(3) The provisions of the vehicle code relating to the operation of bicycles and skateboards do not relieve a bicyclist, skateboarder, or motorist from the duty to exercise due care.

Moore-Love, Karla

From: Hilary Mackenzie [hilary@mackenziearchitecture.com]
Sent: Tuesday, September 04, 2012 2:24 PM
To: Moore-Love, Karla
Subject: skateboards

Attachments: council testimony sept 2012.doc



council
mony sept 2012.

Hello Karla,

Here is my testimony for the hearing tomorrow.

Thank you,

Hilary

MACKENZIE ARCHITECTURE, INC.

2827 NE Martin Luther King Blvd. Portland, Oregon 97212
(503) 282-7674 Fax: (503) 282-1559 www.mackenziearchitecture.com

September 5, 2012

Mayor Adams
Council Members
City Hall
1221 SW 4th Avenue

Dear Mayor Adams:

I have lived in Arlington Heights for 26 years. I live adjacent to SW Fairview, which is the main route for skateboarders coming down the hill. I work from home often and am very aware of activity in our neighborhood. The biggest problem we have in our neighborhood with the skateboard traffic is one of perception. When I see young men and boys coming down our hill I see the exuberance of youth, the joy of gravity, and healthy participants in an outdoor activity. I do not see the guns, drugs, or violence that plagues other parts of the City. I am not afraid. When some of my neighbors see skateboarders coming down our hill they see dangerous, out of control youth that needs to be removed.

The skateboard traffic has increased over the years. We have extremely quiet streets with very little traffic. Our streets are safe and are a wonderful place to walk, bike, or skateboard. There is room for everyone. Some people in the neighborhood dislike skateboarders. I have seen aggressive tailgating as boarders go down the hill. On Zoobomb night, I have seen cars plow full speed up the hill seemingly just to watch the Zoobombers scatter. This is truly a hazard. We also have drivers from other areas visiting the park and wandering our streets. The skateboarders are not immune to rude behavior. There is a minority of them that are careless and disrespectful. For these reasons I think it is essential that we have signage as we have on Skyline Blvd. that encourages courtesy and sharing the road.

I support the actions of transportation and the skateboard community to educate the skateboarders on safe use of the streets, and wearing proper safety gear. Children in particular should not be going down the hill without helmets.

You have heard from the Arlington Heights Board members on this issue. The board is composed primarily of people that would prefer to have skateboarding banned from our neighborhood. You have also heard from several neighbors that agreed with the board members position. There is no forum for the neighbors that disagree with the board position. I live next door to a board member and have never been able to have any sort of reasonable conversation with him regarding skateboards. I have stayed out of the discussion as have many other neighbors as it did not seem worth it to start a fight within the neighborhood.

The last straw for me came in July when the police were doing a sting on SW Fairview to ticket skateboarders. Sitting in the parking strip were two middle school aged boys with their heads in their hands looking defeated. Standing in front of them were two policemen writing tickets, and I assume, giving them a lecture. It was a beautiful sunny summer afternoon. There were no cars on the street. The boys had on proper safety gear. They were well above the stop sign so they couldn't have run it. They were doing everything boys should be doing in the summer and they were being penalized. This is wrong. We should be nurturing and encouraging our youth - not defeating them. So have the board shops encourage safety, put up signs, and educate drivers to share the road. Do not ban skateboarding. Without the energy and creativity of youth, we will have no future.

Yours truly,

Hilary Mackenzie

J

Ms. Helga P. Joyce
2881 SW Rutland Terr.
Portland, OR 97205

PORTLAND OR 97205

83 AUG 2012 PM 11 L



FW
To Council

185596

To Council Clerk Office
1221 S.W. 4th Ave Rm. 140
Portland, OR 97204

AUDITOR 08/29/12 AM 9:53

To whom it may concern;

First off, I must mention that I have lived in my home on Rutland Terr. for over fifty years and have seen many changes, both good and bad.

The skateboarders fit the latter. Our street is narrow and winding so backing out of ones driveway can be hairraising with the skateboarders coming down the street at high speeds.

Please consider the safety involved for pedestrians, cars and the skateboarders.

Respectfully,
Helga P. Joyce

185596

FW
to
Council

Patricia Belkin
2870 SW Rutland Terrace
Portland, Oregon 97205

AUDITOR 08/29/12 AM 9:53

August 28, 2012

Stu Oishi
Council Clerk Office
1221 S.W. 4th Avenue, Room 140
Portland, Oregon 97204

RE: Skateboard Code Amendment

Dear Mr. Oishi:

I walk every day in Arlington Heights, on SW Fairview Blvd and Rutland Terrace.

I constantly see skateboarders flying down the hill, zig-zagging in and out of the oncoming traffic lane. I've seen groups of skatebordors passing cars on both sides, on blind curves.

They blow through the stop signs more often than not.

They cut blind corners in the oncoming traffic lane.

They try to stop by shooting sideways into the oncoming traffic lane.

I've seen them thump into parked cars, leaving dents from the skateboard or their bodies, and never stopping to take responsibility for the damage. I've seen fragments of skateboard, lost wheels, and bloody rocks in a neighbor's parking strip.

I saw a young man with a shin fracture so bad his foot was facing in the wrong direction. Crouched low on the board amidst densely parked cars, he had run the stop sign at Wright avenue. The intersecting driver with the right of way did not see him until the skateboarder slammed into the side of his car.

Last week I saw two skateboarders racing downhill on a curvy, steep part of Fairview, one on the street and one on the sidewalk. Any pedestrian standing on the blind side of the curves would have been badly injured if hit. A woman with a baby stroller would have had no chance at all to get out of the way.

I could go on... but the point is that skateboarders are using our streets for the thrill-seeking equivalent of drag-racing. Much damage and many if not most injuries have gone unreported. There may be a few skateboarders who do not deserve to be banned. But the very terrain that attracts skateboarders to this neighborhood creates a deadly mixture of heavy car traffic and skateboarders that will likely lead to a fatality.

Plase ban skateboarders from Arlington Heights streets.

Thank you,


Patricia Belkin

185596

Fw
to
Council

Rod I Belkin, MD
2870 SW Rutland Terrace
Portland, Oregon 97205

AUDITOR 08/29/12 AM 9:53

August 27, 2012

Stu Oishi
Council Clerk Office
1221 S.W. 4th Avenue, Room 140
Portland, Oregon 97204

RE: Skateboard Code Amendment

Dear Mr. Oishi:

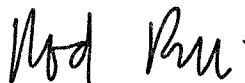
My wife and I have lived in the Arlington Heights neighborhood for 24 years. The neighborhood is quiet, friendly and quite lovely.

My issues concerning skateboarding:

- 1) A key skateboarding premise is that of rebelliousness and not obeying rules. This is VERY dangerous on an arterial street like Fairview with blind curves and a busy 4-way stop at its base (intersection with Kingston). Skateboarders routinely ignore stop signs, and often stop by skidding sideways into oncoming traffic.
- 2) I have witnessed several significant skateboarder injuries and MANY skateboarder near-injuries primarily caused by skateboarders failing to obey traffic rules. The most severe was an open lower leg fracture (bone exposed).
- 3) I have witnessed several near motor vehicle accidents where cars have had to swerve to avoid skateboarders, nearly hitting other cars or pedestrians.
- 4) My wife (while working in our yard) was treated in a threatening fashion by by a group of skateboarders when she politely told them that our neighbor would not appreciate them skateboarding down his long steep driveway. Our neighbor returned home several minutes later and told them to leave.

In conclusion, skateboarding in Arlington Heights is very, very dangerous. The skateboarders find this danger thrilling, but I believe that it is only a matter of time before a skateboarder fatality or spinal paralysis injury occurs. Although it would be unfortunate for the minority of careful skateboarders, I hope that Council decides to make skateboarding illegal on Fairview and Arlington Heights side streets.

Sincerely,



Rod Belkin, M.D.

185596

Moore-Love, Karla**From:** Erik Goodfriend [EGoodfriend@MAHLUM.com]**Sent:** Monday, August 27, 2012 7:36 PM**To:** Moore-Love, Karla**Subject:** Arlington Heights Skateboards

I wanted to drop you a line to let you know the skateboarding problems continue in my neighborhood. Last night a group of them went down the street at about 11:30 PM – no lights, shouting at the top of their lungs, waking up the kids next door. They ran the stop sign at Fairview and Tichner, just waiting to be hit by a car.

This problem has not abated and someone will eventually be severely injured. When that happens, the local news media will be all over this story. The City will look bad, and a kid will be dead.

Action is needed. I am aware of a pending vote in early November. Please pass this e-mail along to the commissioners. If they take no action, and someone is hurt, I will personally make every effort to insure the local media are aware of the history of non-enforcement and inaction. Please don't let that happen.

:: Close the MAX station at Washington Park Zoo at 10:00 when the park closes. This is a cost reduction measure, a safety measure, and a neighborhood security measure.

:: Empower police to enforce traffic rules for skateboard.

:: Install speed reducing texture strips on Fairview to make it less desirable to skateboarders

:: Enact a ban on skateboards between 10:00 PM and 7:00 AM on Fairview Blvd.

8/28/2012

471781
Parsons, Susan

185596

From: Lola Bessey [aldine315@comcast.net]

Sent: Thursday, July 26, 2012 11:18 AM

To: Parsons, Susan

Subject: Fwd: Neighborhood Skateboarding

Please forward my comments, below, to Portland City Council Members

Thank you

Lola Bessey

Begin forwarded message:

From: Lola Bessey <aldine315@comcast.net>

Date: July 26, 2012 10:49:00 AM PDT

To: cityinfo@portlandoregon.gov

Bcc: Lola Bessey <aldine315@comcast.net>

Subject: **Neighborhood Skateboarding**

For Portland City Council Members:

I would like to add my voice regarding banning skateboards in Portland Neighborhoods.

I live on SE 71st Ave, the first street on the east side of Mt. Tabor. From the 1600 block south to Mill Street and further down to Harrison (where Harrison enters Mt Tabor Park) the street has become a 'challenge' ride for long-boarders. These riders are not just using their long-boards to get from point A to point B, they are 'bombing' the street, i.e. repeatedly running the downhill course, re-climbing the hill, and doing it again. (One rider has a scooter arrangement and they ride back to the top to do it again). They use the street in the same way as would downhill skiers or snowboarders.

The boarders reach amazing speeds, usually well over 35mph on a narrow street that has semi-blind curves, and blind driveways. They gather six to twelve at a time. They also stand in the middle of the street watching their friends ride, and/or at the base of the driveways along the way. They do not easily move over for cars to pass. They have no brakes when they are riding and are often out of control. When they jump off or fall off, the board continues down the hill like a projectile.

The boarders attach chalk to the bottom of the boards so when at the bottom they can turn and look up the street at the path they made. They often bring a 'camera-man' to film them as they make their rides. They are loud, the riding is loud, they often leave debris.

These riders do NOT share the road, nor are they respectful of the residents in the neighborhoods they ride. Pedestrians are intimidated by them. There is a lot of pedestrian traffic on SE 71s between Harrison and Main, since it is a route used to get to and from Mt Tabor Park, and also folks just walking their dogs, etc.

I ask that skateboarding/long-boarding be banned on SE 71st, in the area described above. I would hope that down-hill skateboarding would be banned on all Portland area streets that are similar to the ones in the Washington Park neighborhoods.

185596

003281
A speed-limit of 15mph on SE 71st would also help; also helpful would be cattle guards (seriously); or random, small speed bumps (i.e. 1-inch by 6-inch plastic or metal bolted to the street). I understand that this type of issue is under consideration in Los Angeles and Seattle.

I pay over \$9,000.00 in property taxes a year, and I would like to enjoy the peace and quiet of the neighborhood. I venture to guess that the riders pay nothing for their use and enjoyment of this city street.

I would like a response and or update on your considerations. Thank you.

Lola Bessey
Rufus Yent
503-775-8123

1630 SE 71st Ave
Portland, Or, 97215

185596

Moore-Love, Karla

From: Erik Goodfriend [EGoodfriend@MAHLUM.com]
Sent: Monday, July 16, 2012 1:22 PM
To: Moore-Love, Karla
Subject: Arlington Heights Skateboards

Karla,
I wanted to drop you a line to let you know the skateboarding has not decreased on Fairview Blvd, and the safety concerns continue. There have been numerous times in the last two weeks that young men on skateboards have been rapidly traveling down the street at night, with no lights, yelling at the top of their lungs. This both wakes the kids in the neighborhood at 11:00 PM and creates a near certainty of someone killing a skater with a car.

It is disappointing the city does not have the resources to police the problem using the same laws governing bicycles and cars. I would appreciate increased patrols in the evening to address this issue.

Erik Goodfriend
2770 SW Fairview Blvd

7/16/2012

AMEND SKATEBOARD CODE TO PROHIBIT USE
IN NEIGHBORHOODS IN WASHINGTON PARK AREA

IF YOU WISH TO SPEAK TO CITY COUNCIL, PRINT YOUR NAME, ADDRESS, AND EMAIL.

NAME (print)	ADDRESS AND ZIP CODE	Email
✓ Linda Satchfield	735 SW st Clair #2008 Port 97205	lsatch@hevanet.com
✓ Lillian Karabatic	2509 NE Flanders St #105 97232	lilkarab@re-ed.edu
✓ MARK MOZDEN	3107 SW Cascade Drive, Pdx 97205	markmozden@gmail.com
✓ JOSHUA DALLMAN	1218 SE SE Madison Portland OR	joshuadallman@gmail.com
✓ Katherine Goeddel	2767 SW RUTLAND Ter 97205	Kathy.go@comcast.net
✓ Matt Hennessy	2911 SW Fairview Blvd. 97205	mhennessy@hayscongress.com
✓ Meghan Kinealy	2738 SW Rutland Terrace 97205	megkinealy@yahoo.com
✓ Sarah Loveland	7126 NE Sandy Blvd 97213	sarah@daddiesboardshop.com
✓ Ryan O'Brien	3724 SE 13th PDX, OR 97202	ry4n.obrien@gmail.com
✓ Robin McGuirk	4848 SE 65th ave Portland, OR 97206	robskey@gmail.com

AMEND SKATEBOARD CODE TO PROHIBIT USE
IN NEIGHBORHOODS IN WASHINGTON PARK AREA

IF YOU WISH TO SPEAK TO CITY COUNCIL, PRINT YOUR NAME, ADDRESS, AND EMAIL.

NAME (print)	ADDRESS AND ZIP CODE	Email
✓ Cory Poole	222 SE 47 th Ave, Portland 97215	robosushi@robosushi.com
✓ CARL LARSON	3149 SE ALDER G. 97214	carl@bta.oregon.org
✓ Jp Rowan	3817 NE 79 th Ave PDX 97213	Jp@RipCitySKATE.COM
✓ Billy Meiners	4647 N. Borthwick Ave. PDX, 97217	pdxdownhill@gmail.com
✓ Kriscilla Andres	2945 SW Fairview Blvd, Portland ⁹⁷²⁰⁵	pbandres@comcast.net
✓ Susan Bankowski	3012 SW Canterbury land Portland 97205	burn-bank@yahoo.com
✓ Cherie Appleby-Lannan	3139 SW Evergreen Ln PDX 97205	
JOHN OTAWI	222 SW Pine St.	
ASHLEY BALDWIN	1041 SE CESAR E CHAVEZ BLVD PDX 97214	thirtysevenart@hotmail.com
✓ Darren Alexander	2738 SW Rolland Ter PDX 97205	DGA 28@YAHOO.COM.

AMEND SKATEBOARD CODE TO PROHIBIT USE
IN NEIGHBORHOODS IN WASHINGTON PARK AREA

IF YOU WISH TO SPEAK TO CITY COUNCIL, PRINT YOUR NAME, ADDRESS, AND EMAIL.

NAME (print)	ADDRESS AND ZIP CODE	Email
Mike Timothy	2774 SW FAIRVIEW BLVD PDY	mst1111@comcast.net
Susan Szel	3108 SW Cascade Dr cannot stay past 10:15.	Sus266@comcast.net
Miles Hayden	521 N IVY ST 97227	Haymotoshay@yahoo.com
Milo Hayden	521 N IVY ST 97227	Same as above
PHIL SAND	1035 NE Skidmore 97211	reyphila@gmail.com

185596

Moore-Love, Karla

From: Joyce Blaumer [joyceblaumer@yahoo.com]
Sent: Wednesday, June 27, 2012 9:34 PM
To: Moore-Love, Karla
Subject: Fw: TESTIMONY: Amendment to skateboarding Ordinance/Arlington Heights
Attachments: Ar Hts Ordinance notes.docx

----- Forwarded Message -----

From: Joyce Blaumer <joyceblaumer@yahoo.com>
To: "karlamoore-love@portlandoregon.gov" <karlamoore-love@portlandoregon.gov>
Sent: Wednesday, June 27, 2012 11:48 AM
Subject: Fw: TESTIMONY: Amendment to skateboarding Ordinance/Arlington Heights

----- Forwarded Message -----

From: Joyce Blaumer <joyceblaumer@yahoo.com>
To: "mayorsam@portlandoregon.gov" <mayorsam@portlandoregon.gov>; "nick@portlandoregon.gov" <nick@portlandoregon.gov>; "amanda@portlandoregon.gov" <amanda@portlandoregon.gov>; "dan@portlandoregon.gov" <dan@portlandoregon.gov>; "randy@portlandoregon.gov" <randy@portlandoregon.gov>
Cc: "eric.nagle@ymail.com" <eric.nagle@ymail.com>
Sent: Tuesday, June 26, 2012 11:46 PM
Subject: Amendment to skateboarding Ordinance/Arlington Heights

Dear Mayor Adams and City Council members:

I had planned on providing testimony tomorrow in support of the proposed amendment to the skateboarding Ordinance, to prohibit skateboarding in the S.W. Fairview "Zoobomb" and Lafayette/Hampshire/Champlain Streets. But due to circumstances beyond my control, I will not be able to appear in person. However, please consider my attached testimony entitled "Ar Hts Ordinance notes.docx", which I planned to read tomorrow, before you decide for or against the proposed amendment. Thank you!

Most sincerely,
 Joyce Blaumer

----- Forwarded Message -----

From: Greg Blaumer <g.blaumer@comcast.net>
To: joyceblaumer@yahoo.com
Sent: Tuesday, June 26, 2012 6:44 PM
Subject: Ar Hts Ordinance notes

6/28/2012

I live near the area where Lafayette/Hampshire and Champlain converge. The skateboarders have dubbed it "Niagara Falls" because it is so steep, curvy, and dangerous. Last summer a skateboarder could not make the curve on Hampshire and fell and rolled, but his board continued and hit the curb and flew way up into the air. That's when a car was starting to turn right to go up Hampshire off of Champlain. They hit their brakes and were barely able to avoid the board which was flying through the air. If one of the neighbors babies that are daily pushed in strollers had been hit by the board it could have been killed. Last winter I saw two cars collide head on at this very same spot.

I was out jogging last November when I saw Jacob Myers lying on Fairview partly under the SUV that he's just hit. He looked dead to me. It made me sick to think that it was so preventable. It brought back memories of when my 16 year old brother was hit by a car and died a week later. I could not eat dinner that night or sleep, thinking about Jacob and my brother and hoping that he would not die. My neighbor was on a Tri-Met bus that was almost hit by a skater at that very same part of Fairview. The boy was able to jump off his board and roll, not getting hurt too badly, but his board went under the bus and was shredded, completely destroyed. Had Jacob Myers hit a bus instead of the SUV he may not be with us today.

My husband and I have had several near misses with skate boarders racing down the streets that are the subject of the Ordinance amendment. They have to swerve into the oncoming lane of traffic as there is no way to go straight down a steep hill. I'm forced to pull over and yield to them or they'll hit me.

A young man in his 20s recently did some repair work on our home. He is an avid snowboarder and used to be an avid skateboarder. His friends talked him into boarding down Fairview and he described it to me as the most terrifying thing he'd ever experienced. He could not stop picking up speed as he reached Kingston and so he jumped off his board and rolled in the front yard of the corner house. He board off course when flying.

It is not a question of IF a fatality will occur but WHEN.

Please amend this Ordinance to prevent the loss of life and make our neighborhood safe again for everyone.

Thank you!

My name is Cory Poole, I am a home owner at 222 SE 47th ave in Portland.

I can sympathize with my neighbors in Arlington heights. My neighborhood has many noisy dangerous vehicles that often disregard traffic laws and endanger pedestriians. I am of course referring to cars.

I am a longboarder I have been longboarding for more then ten years. I use my longboard as a practical mode of transportation. To call what I do on a longboard an extreme sport is offensive to extreme sports everywhere.

I do not speed on my longboard. I do not violate traffic laws on my longboard and unless it is by my presence, I do not disrupt my neighbors on my longboard. The language in the proposed ordnance would wrongly deprive me of my rights to use public streets in Portland.

Since safety is the concern that is being addressed by this ordinance I have to wonder has there ever been a law created to exclude an entire class of vehicle from public roads based on a single recorded incident?

also how would this law affect change when officers already have the ability to cite and ticket any traffic offenses.

The truth is that this will do nothing to stop supposed illegal activity. If some riders are not deterred by a significant fine for violating traffic laws they will not be deterred by this ordnance. The riders it will effect will be the law o biding ones.

I am concerned about the criteria of this ordnance. The ordnance makes the assumption that longboards are unable to control their vehicles on steep hills. This is not correct. Longboards are similar to bicycles in maneuverability and ability to stop.

I believe that a speed study would show that most longboards in the proposed exclusion areas are not breaking the posted speed limit. Also since there is not specific language speaking to the road conditions that justify this exclusion of an otherwise legal use, I do not see how any road in the city of Portland could not use a similar justification to ban longboards or bicycles or any other alternative mode of transportation.

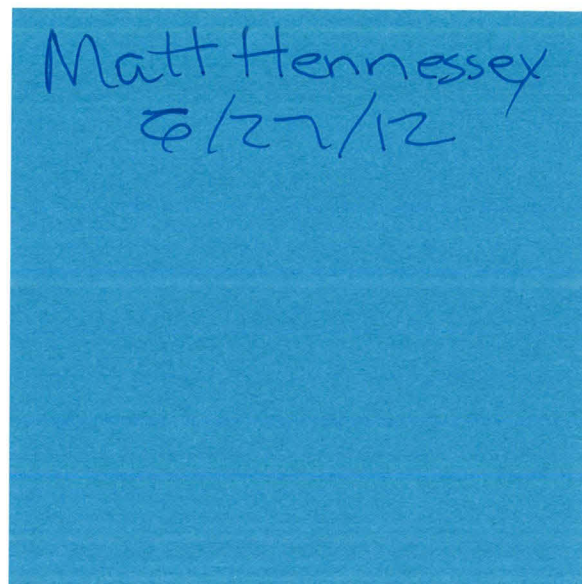
What I would propose is to work together to find a solution that the neighbors of Arlington heights and the longboarding community can both live with. You do not need to deny the rights of law of biding Portlanders to solve this issue.

Police record # 1198120

Matt Hennessey

From: Joan Amico <amicoj@hasson.com>
Sent: Tuesday, June 26, 2012 2:00 PM
To: Matt Hennessey
Subject: FW: Fairview Blvd.

Importance: High

*JOAN AMICO*

The Hasson Company
Broker
503-802-6443 (Direct)
503-802-6543 (Fax)
amicoj@hasson.com
25 NW 23rd Place Suite 4
Portland, OR 97210



From: Suzanne Goddyn [<mailto:sgoddyn@comcast.net>]
Sent: Tuesday, March 13, 2012 8:53 AM
To: 'Joan Amico'; 'Darrin Amico'
Subject: Fairview Blvd.
Importance: High

Joan and Darrin,

It is with great regret that I have to inform you that my buyer will not be proceeding with the sale on Fairview. Last night she was checking out the neighborhood association website and learned how bad the skateboarding and "zoo bombing" had gotten in the Arlington Heights neighborhood. She is looking for a very quiet neighborhood and was willing to overlook the bus line but in all good conscience has to terminate the transaction. I will be sending paperwork over later today.

Please share our sincerest apologies to your sellers. I hope that this will allow you the time to pursue the other offer.

Best,

Suzanne Goddyn, Broker
Windermere Cronin & Caplan Realty Group, Inc.
733 NW 20th Avenue
Portland, OR 97209
503 830-8516 cell
503 497-5016 office
971 230-7747 fax



185596

Sale Agreement # 8G031212
Notice of Disapproval

NOTICE OF BUYER'S UNCONDITIONAL DISAPPROVAL

1 Buyer(s) Frances B. Kiva
 2 Seller(s) Matthew C. Hennessey, Sharon P. Hennessey
 3 Property Address 2911 SW Fairview Blvd., Portland, OR 97205

4 Pursuant to Section 15 of the OREF Residential Real Estate Sale Agreement (the "Sale Agreement"), Buyer has 10 business days within which to
 5 complete all inspections and negotiations with Seller regarding any matters disclosed in the report(s) from Buyer's selected inspector(s) (hereinafter the
 6 "Inspection Period"). Buyer understands that at any time prior to Midnight on the last day of the Inspection Period, Buyer may notify Seller or Listing Licensee
 7 in writing, of Buyer's unconditional disapproval of the Property based upon the inspection report(s). The last day of the Inspection Period is
 8 3/26/12 (Note: Failure to insert a date shall not invalidate this Notice.)

9 **THIS IS BUYER'S WRITTEN NOTIFICATION TO SELLER OR LISTING LICENSEE, OF BUYER'S UNCONDITIONAL DISAPPROVAL OF THE**
 10 **PROPERTY BASED UPON ONE OR MORE OF BUYER'S INSPECTION REPORTS. ACCORDINGLY, BUYER HEREBY TERMINATES THIS**
 11 **TRANSACTION.**

12 The Earnest Money Deposit (the "Deposit") held in this transaction shall be promptly returned to buyer. If the Deposit is an unredeemed promissory note, it
 13 should be marked "Cancelled" and promptly returned to Buyer.

14 On the 13th day of March 2012, at 2:30 o'clock [] AM [x] PM, this Notice was delivered/transmitted to [] Seller or [] Listing
 15 Licensee by [] Buyer or [] Selling Licensee, using the following method:

- 16 [] Personal delivery;
 17 [] Facsimile to the following number: _____ (with contemporaneous telephone follow-up to recipient);
 18 [x] Electronic mail to the following address: amico@hasson.com, amicoj@hasson.com

19 **This notice shall be deemed delivered as of the date/time of personal delivery or electronic or facsimile transmission.**

20 The signature(s) of all Buyer(s) to this Notice shall constitute a written instruction to Escrow (or other holder of the Deposit), to promptly disburse/return the
 21 same to Buyer(s). Buyer agrees to sign such other documents Escrow (or other holder of the Deposit) may require in order to terminate this transaction and
 22 refund the Deposit.

23 Buyer Signature [Signature] Date 3/13/12, 9:20 a.m. _____ p.m. ←
Frances B. Kiva

24 Buyer Signature _____ Date _____, _____ a.m. _____ p.m. ←

26 **SELLER HEREBY ACKNOWLEDGES RECEIPT OF A COPY OF THIS NOTICE OF BUYER'S UNCONDITIONAL DISAPPROVAL. (Acknowledgement**
 27 **below shall not constitute agreement by signer that the Notice was timely delivered.)**

28 Seller Signature Matthew C. Hennessey Date _____, _____ a.m. _____ p.m. ←

29 Seller Signature Sharon P. Hennessey Date _____, _____ a.m. _____ p.m. ←

30 Licensee receiving Notice on Seller's behalf to sign and date:

31 Real Estate Licensee Joan Amico Date Received by agent: _____, _____ a.m. _____ p.m. ←

32 Real Estate Firm The Hasson Company

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Principal Broker's Initials _____
 Date _____

OREF-064

ARLINGTON HEIGHTS NEIGHBORHOOD ASSOCIATION
PORTLAND, OREGON

RESOLUTION

The Arlington Heights Neighborhood Association hereby resolves as follows:

WHEREAS,

1. In recent years, skateboard traffic on neighborhood streets has increased dramatically, as a consequence of the neighborhood's hilly terrain and its unique position between the Washington Park MAX station and the Goose Hollow MAX station, which allows skateboarders to use the MAX as a shuttle to perform repeated high-speed runs through the neighborhood;
2. Skateboarders use neighborhood streets as a venue for an extreme thrill sport, and not as a means of transportation for which the streets were designed;
3. Skateboarders on neighborhood streets frequently skate recklessly and violate traffic laws by staging races, running stop signs, veering into the oncoming lane, speeding, failing to wear lights and reflectors at night, and failing to yield to pedestrians;
4. Skateboarders have had numerous accidents on neighborhood streets, running into moving and parked cars, and residents of the neighborhood have felt obliged on several occasions to take injured skateboarders to local emergency rooms;
5. The neighborhood's requests to the Police Bureau to enforce traffic laws against skateboarders have failed to produce a change in skateboarders' behavior;
6. Skateboard traffic on neighborhood streets generates far more noise than other vehicles, often late at night, and has substantially impaired the livability of the neighborhood and the visitor experience for the many tourists who come to Washington Park;

THEREFORE, the Arlington Heights Neighborhood Association petitions the Portland City Council to enact an amendment to the City's skateboard ordinance, prohibiting skateboarding on specified streets, as set forth in the attached.

Approved by the Board this 4th day of April, 2012.

 /s/ Jeff Boly

Jeff Boly, President

16.70.410 Roller Skates and Skateboards.

(Replaced by Ordinance No. 175211; Amended by Ordinance Nos. 181483 and 182389, effective January 2, 2009.)

- A.** No person may use roller skates, including in-line skates, skateboards, scooters, or other similar devices powered exclusively by human power upon any sidewalk within the area bounded by and including SW Jefferson, Naito Parkway, NW Hoyt and 13th Avenue. The middle and bisecting sidewalks in the Park Blocks are considered sidewalks for the purposes of this subsection.
- B.** No person may use roller skates, including in-line skates, skateboards, scooters, or other similar devices powered exclusively by human power upon any street, roadway or sidewalk on (1) SW 5th or 6th Avenues between SW Lincoln and Burnside; and (2) NW 5th or 6th Avenues between Burnside and Union Station.
- C.** No person may use roller skates, including in-line skates, skateboards, scooters, or other similar devices powered exclusively by human power upon any street, roadway or sidewalk on (1) SW Fairview Boulevard between SW Knights Boulevard and SW Kingston Avenue; (2) SW Kingston Avenue between SW Tichner Drive and the Washington Park entrance; (3) SW Tichner Drive between SW Kingston Avenue and SW Marconi Avenue; (4) SW Marconi Avenue; (5) SW Park Place between SW Marconi Avenue and SW Wright Avenue; (6) SW Lafayette Place; (7) SW Hampshire Street between SW Lafayette Place and SW Champlain Drive; (8) SW Champlain Drive between SW Hampshire Street and SW Rutland Terrace; (9) SW Rutland Terrace; and (10) West Burnside Street from Skyline Boulevard to SW Vista Avenue.
- D.** All persons under 16 years of age shall wear protective headgear when using roller skates, including in-line skates, skateboards, scooters, or other similar devices powered exclusively by human power upon any street, sidewalk, or bridge.
- E.** All persons using roller skates, including in-line skates, skateboards, scooters, or other similar devices powered exclusively by human power upon any street or sidewalk between the hours of sunset and sunrise must be equipped with and use lighting equipment that shows a white light visible from a distance of at least 500 feet to the front of the device.
- F.** All persons using roller skates, including in-line skates, skateboards, scooters, or other similar devices powered exclusively by human power upon any street or sidewalk between the hours of sunset and sunrise must be equipped with and use lighting equipment that has a red reflector or lighting device or material of such size or characteristic and so mounted, carried or worn as to be visible from all distances up to 600 feet to the rear when directly in front of lawful lower beams of headlights on a motor vehicle.
- G.** Persons using roller skates, including in-line skates, skateboards, scooters, or other similar devices powered exclusively by human power upon any street, sidewalk or premises open to the public shall be subject to the provisions applicable to and shall have the same rights and duties as

the driver of a bicycle as provided by the Oregon Vehicle Code, except when those provisions by their very nature can have no application.

H. The penalty for failing to follow the rules of subsections A-G shall be a minimum fine of \$115.

I. A copy of a citation issued for violation of this section by persons under 16 years of age shall be mailed to the parents or guardians of the cited person at their home address, if known.

J. Before this ordinance takes effect, the Bureau of Transportation shall consult with the OMF Risk Management Division to minimize claims resulting from defects in City streets.

K. The Council directs Bureau of Transportation staff to meet with members of the Police Bureau's traffic safety division to recommend and designate "preferred skating routes" in the downtown core area as well as throughout the rest of the City. Bureau of Transportation will report these recommendations back to Council by March 1, 2001. Signage and informational materials will be prepared for distribution by April 1, 2001.



SHNA Resolution

The Sylvan Highlands Neighborhood Association ("SHNA") hereby resolves as follows:

Whereas,

1. In recent years, skateboard traffic on neighborhood streets in SHNA and Arlington Heights Neighborhood Association has increased dramatically, as a consequence of the neighborhoods' hilly terrain and their unique positions near the Washington Park MAX station and the Goose Hollow MAX station, which allows skateboarders to use the MAX as a shuttle to perform repeated high-speed runs through the neighborhood;
2. Skateboarders use neighborhood streets as a venue for an extreme thrill sport, and not as a means of transportation for which the streets were designed;
3. Skateboarders on neighborhood streets frequently skate recklessly and violate traffic laws by staging races, running stop signs, veering into the oncoming lane, speeding, failing to wear lights and reflectors at night, and failing to yield to pedestrians;
4. Skateboarders caused numerous accidents on neighborhood streets, running into moving and parked cars, and suffering injuries needing emergency rooms visits;
5. The neighborhoods' requests to the Police Bureau to enforce traffic laws against skateboarders have failed to produce a change in skateboarders' behavior;

Therefore, SHNA petitions the Portland City Council to enact an amendment to the City's skateboard ordinance, prohibiting skateboarding on specified streets, as set forth in the amended attachment below (see ¶(C)).

Unanimously approved by the SHNA Board of Directors on June 12, 2012.

A handwritten signature in cursive script that reads "David J. Malcolm".

David J. Malcolm
SHNA Treasurer, for the Board of Directors

16.70.410 Roller Skates and Skateboards.

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C. No person may use roller skates, including in-line skates, skateboards, scooters, or other similar devices powered exclusively by human power upon any street, roadway or sidewalk on (1) SW Fairview Boulevard between SW SkylineKnights Boulevard and SW Kingston Avenue; (2) SW Kingston Avenue between SW Tichner Drive and the Washington Park entrance; (3) SW Tichner Drive between SW Kingston Avenue and SW Marconi Avenue; (4) SW Marconi Avenue; (5) SW Park Place between SW Marconi Avenue and SW Wright Avenue; (6) SW Lafayette Place; (7) SW Hampshire Street between SW Lafayette Place and SW Champlain Drive; (8) SW Champlain Drive between SW Hampshire Street and SW Rutland Terrace; (9) SW Rutland Terrace; and (10) West Burnside Street from Skyline Boulevard to SW Vista Avenue; and (11) SW Skyline Boulevard.

D. All persons under 16 years of age shall wear protective headgear when using roller skates, including in-line skates, skateboards, scooters, or other similar devices powered exclusively by human power upon any street, sidewalk, or bridge.

E. All persons using roller skates, including in-line skates, skateboards, scooters, or other similar devices powered exclusively by human power upon any street or sidewalk between the hours of sunset and sunrise must be equipped with and use lighting equipment that shows a white light visible from a distance of at least 500 feet to the front of the device.

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G. Persons using roller skates, including in-line skates, skateboards, scooters, or other similar devices powered exclusively by human power upon any street, sidewalk or premises open to the public shall be subject to the provisions applicable to and shall have the same rights and duties as the driver of a bicycle as provided by the Oregon Vehicle Code, except when those provisions by their very nature can have no application.

H. The penalty for failing to follow the rules of subsections A-G shall be a minimum fine of \$115.

I. A copy of a citation issued for violation of this section by persons under 16 years of age shall be mailed to the parents or guardians of the cited person at their home address, if known.

J. Before this ordinance takes effect, the Bureau of Transportation shall consult with the OMF Risk Management Division to minimize claims resulting from defects in City streets.

K. The Council directs Bureau of Transportation staff to meet with members of the Police Bureau's traffic safety division to recommend and designate "preferred skating routes" in the downtown core area as well as throughout the rest of the City. Bureau of Transportation will report these recommendations back to Council by March 1, 2001. Signage and informational materials will be prepared for distribution by April 1, 2001.

**E-MAILS FROM ARLINGTON HEIGHTS RESIDENTS
IN SUPPORT OF SKATEBOARD BAN**

Dear Portland City Council Members:

I am writing this email in strong support of Commissioner Randy Leonard's proposed ordinance to ban skateboarding along the "Zoo-bomb" route (Fairview-Kingston-Tichner-Marconi-Park), and the alternative route down Champlain and Rutland. My partner, our son and I live in Arlington Heights on this route, and for the last few years, have experienced first hand a number of incidents involving reckless skateboarding. We believe that this ordinance offers the best possible mechanism to ensure safety for the neighborhood and its visitors.

Over the last few years, it has become increasingly unsafe to drive or walk in our neighborhood, particularly at the intersections of Fairview- Kingston, and Tichner- Marconi. It has become an almost daily occurrence during fair weather to have skateboarders appear from around blind curves in the wrong lane, directly in the path of our vehicles whenever we leave or return home, and in more recent months, to have skateboarders on Rutland and Champlain careen wildly up onto and down sidewalks. There have been several occasions where we could hardly get home at all due to what appeared to be organized races where crowds had completely blocked intersections.

In my own experience, I have witnessed or been involved in four specific incidents recently. First, on one occasion last year, while traveling up Fairview, away from Kingston, a skateboarder coming downhill at high speed suddenly crossed into my lane. I was able to bring my car to a complete stop before he reached me, however, the skateboarder who was out of control, continued toward me until he hopped into the air and landed on the hood of my car. His skateboard continued without him, under my car and down the street uncontrolled. I do not have any information on the skateboarder because before I had gotten out of my car, he had already rolled off my hood and continued down hill running fast to recover his board. Though I yelled at him to stop, he jumped on his board and continued traveling down Fairview, and then turned left onto Kingston.

Also last year, I witnessed a teenager on a skateboard cross into the wrong lane of traffic coming down Fairview. The oncoming car stopped in time to avoid hitting the young man, but he fell off his board and blood began to pour from his head. I called 911, and then I and several other neighbors waited while an ambulance was called to treat him for his head injury.

About 3 months ago, my family and our dog were walking uphill on Rutland on the sidewalk, when suddenly from around the bend came a very large man on a skateboard. He just barely missed hitting my 8 year old son. He bailed off his board, and rolled over the trunk of a parked car. When I attempted to speak with him regarding the dangerousness of this, he dismissed me and then mounted his board, and continued beyond us, back on the sidewalk.

About a year ago, while I was headed downhill on Fairview, I stopped my vehicle and put on my left turn signal waiting for oncoming traffic to pass before making my turn. As I began to make

my turn, luckily, I happened to glimpse in my side-view mirror a skateboarder, also coming downhill from behind me -- but passing in the wrong lane, to my left. Had I not seen him, I would have pulled into his path and he would have collided with my car. I stopped the car in time for him to careen past me on the left, while another skateboarder passed me on the right at the same time.

Sadly, even though I've had several of these type of experiences, they are far from unique in our neighborhood. I am aware of many other such incidents, several involving more serious injury. It seems somewhat miraculous to me that none of these incidents has yet to result in a fatality, which is why you have a real opportunity to prevent a tragedy by passing this ordinance.

I appreciate your support of this measure offered by Commissioner Leonard.

Sincerely,

Earl Hines

To Whom it May Concern-

We have lived in the Arlington Heights Neighborhood for seven years. In this time we have seen a drastic increase in reckless skateboarding on Fairview Avenue as well as Champlain Drive and Rutland Terrace. What was once a neighborhood novelty has turned into a tongue in cheek experience for residents, as we all have had near brushes with skateboarders that could have just as easily ended in tragedy. The large majority of skateboarders are either reckless and/or do not possess the skill to control their speed and board when coming down a large run like Fairview Avenue. Reckless behavior we have witnessed includes running stop signs, hanging on bumpers of cars, and purposefully riding the yellow line downhill, blind curves included, just for the thrill. In attempts to control speed, skateboarders will often ride down in the oncoming traffic lane, swerve in and out of lanes regardless of traffic flow or presence, or simply wipe out and/or bounce off hoods of cars. In seven years we have witnessed it all, and I am certain it is only a matter of time before these antics result in a fatality. Please take the steps to support this ordinance for the safety and well being of all involved.

Sincerely,
Theresa Cavano

Dear Commissioner Dan Saltzman,

Please vote "YES" on the proposed ordinance that would ban skateboarding along the zoobomb route (Fairview-Kingston-Tichner-Marconi-Park) and the alternate route down Champlain and Rutland.

I live at the corner of Marconi and Park Avenue where the road makes a 90 degree turn. This 90 degree turn is very difficult for the skateboarders to maneuver successfully. Often the skateboarders end up missing the turn, jumping the curb and flying into the park...followed by many expletives. I can't tell you

how many times I sprint to my phone thinking that this may be the time I need to call 911. I watch from my window, hoping that they will be able to get back up. Honestly, it is really stressful. I don't want anyone to get hurt. Many of the skateboarders are not wearing helmets, protective padding or even lights in the dark. Particularly, in the summer when skateboarding reaches its peak, the west afternoon sun blinds drivers coming up the hill on Park Avenue. They cannot see the skateboarders coming around the blind corner. This is an accident waiting to happen.

The noise levels are unacceptable. If the first skateboarder sees an oncoming car around this blind corner, they scream out "CAR, CAR" to all of the skateboarders behind them and the warning continues up the chain of skateboarders. My children, ages 7 and 10 years old, wake up in the middle of the night because of the screaming and the loud scraping sounds of the longboards as they try to slow down to maneuver this corner. The skateboarders are riding at all hours of the day and night. It is not fair for this thrill ride to interrupt our daily family life in such a negative manner so skateboarders can get an adrenaline rush.

I have also never seen a skateboarder come to a stop at the STOP sign at the bottom of Park Avenue. I can also see this intersection from my window so I have witnessed countless skateboard runs. The skateboarders do not want to lose their momentum. The only way skateboarders can come to a stop is by jumping off their skateboard, which is dangerous to do at high speeds. It is a tricky intersection since the right-of-way belongs to the cars coming uphill entering right into the neighborhood or continuing left to the Washington Park attractions. It creates such confusion that the cars simply stop wherever they are until the skateboarders are finished zipping around them. Since this is the main entrance to Washington Park, there are many new visitors to Portland driving up to see the attractions. These are kids, teenagers and for the most part beginning adult skateboarders on city streets coming at high speeds with vehicular neighborhood and tourist traffic and buses trying to maneuver around parked cars, pedestrians, bicycles and speed bumps...all purely for the risk-taking fun of it all. It is very unsafe and also disruptive to the fabric of the neighborhood.

This neighborhood skateboarding problem is an unusual situation (possibly unlike any other in the country) in that we give the skateboarders a free lift up to the top of the hill with the MAX. Unfortunately, the Zoo MAX station and its late operating hours have created this unforeseen problem. My understanding is that the original intent of allowing skateboarding on city streets was to make skateboarding a commuting option, particularly for students. This is certainly not the case here. The zoobomb route has become a reckless thrill ride that now draws skateboarders from all over the city and possibly the country.

If skateboarding is allowed to continue on the zoobomb route, then it's only a matter of time before a skateboarder is killed accidentally by an oncoming vehicle or by simply crashing into the park or a parked car without a helmet. I know this will happen. We should continue to build skateboarding parks for this recreational sport. Skateboarding must be banned on the zoobomb route. I urge you to support the proposed ordinance!

Thank you for your consideration,

Most sincerely,

Ingeborg Holliday
Arlington Heights neighborhood resident living on the zoobomb route

Dear Commissioner Leonard,

We applaud your proposed ordinance to ban skateboarding in the Arlington Heights neighborhood. We will be out of town and unable to attend the hearing. We have lived in the Arlington Heights neighborhood for almost 44 years and we find the skateboarding in the neighborhood diminishes the quality of life in this neighborhood. It is frightening to drive home at any time of day and particularly in the evening and have skateboarders-the ones on their knees and on their backs-flash by you below your fender and your clear line of sight. We have been lucky to have not hit these skateboarders but know people who have hit them or been hit by them. We have had to make abrupt stops when the skateboarders are on the wrong side of the road and have been the recipient of verbal obscenities and obscene gestures. We live on Canterbury Lane above Fairview Boulevard and the use of our terrace is impacted by the noise-both verbal and mechanical of the skateboarders at all times of day and night.

Sincerely yours,

Claire and Zanley Galton

Dear City Council and Mayor Adams,

First of all....thanks for doing what you do for the City of Portland everyday it is appreciated. I am a resident on SW Fairview Blvd and am writing you to stress my **strong support for banning skate boarding down SW Fairview**. It is irresponsible for the City of Portland to allow this on many fronts which I will list below:

1. The people who are partaking in this activity are not commuting to work. Which I believe was the original intent when the ordinance was passed in 2005.
2. It is impacting property values for the neighborhood. (I had a recent full price offer on my home fall through directly because of the boarders) Which I can document.
3. I have picked up at least 5 injured riders off the pavement in my 4 years living on Fairview. (two were taken away in an ambulance)
4. All the skate Blogs say give proof of injuries: A 30 year male lost his foot under a local residents car late last year and is now suing her. (Even though he was in her lane on a curve in the dark)
5. During nice weather they go all night long and yell all the way down.
6. On nice days while my kids play in my front yard (most homes have no backyards on this hill).....they hear F-bombs all day long as the skaters ride by and cheer about how close they came to getting hit.
7. On most summer weekends SW Fairview is loaded with boarders speeding down the hill and through the stop sign at SW Kingston. This cannot be good for tourists visiting The Rose/ Japanese Garden.
8. The neighbors are being held hostage by mostly criminals and punks with no jobs who get to rule the neighborhood since most are in fear that the boarders will figure out where they live and target them.

9. My cars have been egged and broken into multiple times.
10. I pay about 14k in property taxes to live in this neighborhood and this issue is negatively impacting my property value and quality of life.

Thanks or listening and please call me to discuss. I appreciate your effort in trying to ban this nuisance.

Best,

Matthew Hennessey

Dear Commissioner Fritz

We are writing to ask you support for commissioner Leonard's proposed ban on skateboarding along the "Zoo-bomb" route of Fairview-Kingston/Tichner-Marconi-Park and the alternate route down Champlain and Rutland. This ordinance is sorely needed to curb the reckless skating that has resulted in numerous accidents in recent years.

Our concern is the very real possibility of hitting one of these individuals as they come down the hill and through the curves--often on the wrong side of the street, and often out of control. It is not unusual to have someone "wipe-out" in front of us.

An out of control skateboarder on a blind curve is a frightening site to see before your eyes. No one in the neighborhood wants to hit these kids, and no one wants to live with the aftermath of such an accident. Over the last few years it seems the age of many skateboarders coming down Fairview, especially during summer months, and good weather, has become increasingly younger--as young as 10 to 12 at times. As summer traffic increases due to the Washington Park, the Arboretum, the Zoo, Rose Garden, Japanese Garden, etc., we see people driving through who are not familiar with the skateboarders and are not expecting to have one or two, or groups of 15 come bombing down the street, making it only a matter of time before someone is killed. I've seen cars forced off the road up onto the sidewalk in order to avoid hitting a skateboarder. Surely their pleasure is not worth the potential damage to them or to ourselves.

Thank you and we hope you do vote for the ban,

Dianne & Donald Sichel

Dear Commissioners Fish and Fritz:

I am a resident of the Arlington Heights neighborhood and have been since 2006. During that time I have become increasingly aware and afraid of the skateboarding that goes on starting above the Zoo and coming down through Washington Park. In November of 2011, I had several exchanges of correspondence with Commissioner Fritz about the skateboarding issue on Fairview (affectionately called on pdxdownhill.com the "Northwest Passage"). In that series of exchanges, I informed Commissioner Fritz that shortly before writing, I had been hit by a skateboarder who broadsided me, picked up his board and ran into the park. I was 75 at the time and a physical limitation prevents me from running evening assuming I could catch the person who hit me. The hit occurred as I proceeded northerly on Marconi and about to turn onto Tichner. The curb dog came around the corner wide and hit me. Soon thereafter, Susan Bankowski, another resident of the area, hit a boarder who crossed over into her lane of traffic on Fairview. The rider suffered a broken arm. A few minutes after the event, I stopped at the Bankowski home to pick up their son for a soccer practice and he was so emotionally shaken that he did not go that night. I have heard of several other accidents that have occurred on the Northwest Passage, including one where a boarder hit a car head on at the same place that I was hit, Marconi and Tichner. The police refused to cite the skateboarder because he claimed that a skateboard is not a "vehicle" within the meaning of the Motor Vehicle Code. I have looked at that issue and found that in 2002, the Court of Appeals found that under ORS 811.140, a skateboard is not a "vehicle." That decision seemed to turn on "reckless driving" rather than reckless operation that endangers the public.

As of November 2011, a local TV station reported and later issued a correction that stated that seven skateboarders had died in Oregon. How soon will it be before one of those number occurs on the Northwest Passage?

Take a few minutes and open pdxdownhill.com and watch the Portland related videos. After you have done that, please ask yourself and advise the public how you find it that measures cannot be taken by the Commission to stop the use of this area from skateboarding altogether. That same video will demonstrate to you that even in the area prohibited by the existing ordinance is a laugh to most curb dogs. Within the past week I have seen a multitude of skaters come down Fairview. Not one that I have seen has stayed in a lane. Not one has stopped at stop sign. Their athleticism, though admirable, is a license for death and injury. As you will see in the referenced video, they weave from side to side, do 360's in the middle of the road. They fall off their boards in the middle of the road and what do drivers on one of the most heavily traveled corridors in Portland do? Most of us have to stop for fear of hitting and injuring one of them. There is no such thing at present as a police presence in this area. Since Spring commenced, I have never seen police presence related to skateboarding.

Pdxdownhill.com carries a note to the riders to wear safety gear and obey all stop signs. Though more are wearing helmets this year than last, there is no such thing as stopping at a stop sign or obeying traffic rules.

Commissioner Fritz, the several exchanges of e-mail we had, you did nothing but pass the buck to others: Sam Adams, a lame duck; the Dept. of Transportation run by Tom Miller, a revered

skateboarder, and Grace Ugabe who only reports that efforts are being made to "educate" that community. Take an hour and look at the YouTube videos posted of what boarders think of such education and regulation. They care less. From young to very old, they eschew all these money and time wasting efforts. It is time to take positive action that will (a) make it illegal to ride the Northwest Passage by skateboarders and (b) put some teeth into the ordinance. The \$25.00 fine in the Charlie Hales ordinance is a joke. From whom do we really think that would be collected? This is lawless territory and so far the Commission has run and hid behind "protocol." It is time for that nonsense to stop.

C. Blaine Morley

Randy,

Thank you for introducing an ordinance that would ban skateboarding on Fairview Boulevard and the alternate route down Champlain and Rutland. This ordinance is sorely needed to curb the reckless skating that's exploded here in recent years, resulting in numerous accidents.

I have seen far too many accidents and near accidents since moving to Arlington Heights nine years ago. Many of the homes in our neighborhood are close to the street and we are held hostage in our homes in fear of being hit by someone seeking a sports thrill. I no longer drive up the hill from town in order to avoid a possible collision with a skateboarder.

I look forward to seeing you at the hearing on June 27.

Kind regards,

Jeff Willis

Dear Mayor Sam Adams and Commissioners Randy Leonard, Dan Saltzman, Amanda Fritz, and Nick Fish,

I urge you to ban skateboarding on the streets in Arlington Heights. I am a physician mother of twin boys who lives on SW Kingston Ave. I do not hate skateboarders. I am happy to share our neighborhood streets with commuting cyclists. Over the last few years, however, I have determined that for their own safety skateboarders cannot coexist on our neighborhood streets with motorists.

One day as I was driving home in the dark on a one way street (in Lewis & Clark Circle) a pair of skateboarding boys wearing jeans and dark sweatshirts approached me head on. The boys were laying down on their boards and traveling about 20 MPH down this one way street in the opposite direction of traffic. I came to a complete stop. Thankfully they rolled off of their board about 2 feet in front of my car. One skateboard continued between my front wheels and got trapped underneath the car. When I asked the boys for contact information they laughed, said they "did it all the time", and ran off. I called Portland Police and was told that they could not write up an incident report because the boys did nothing illegal.

We have very narrow and steep streets in the Arlington Heights neighborhood. There are many hairpin turns that skateboarders are unable to navigate. I have had several narrow miss

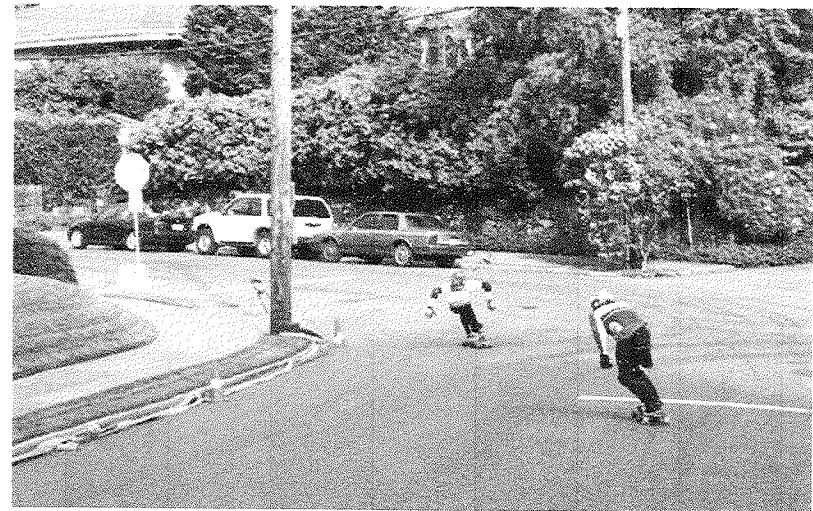
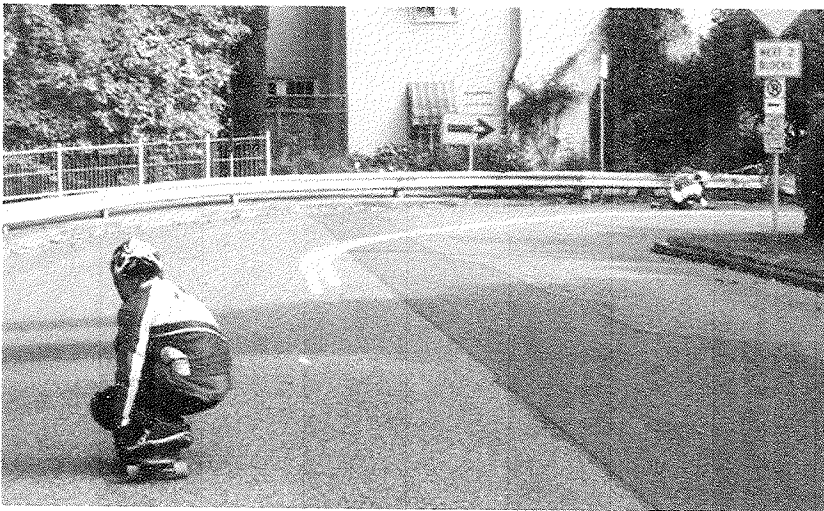
situations where skateboarders traveling downhill have crossed the yellow line into oncoming traffic. Other neighbors have not been so lucky. Skateboarding accidents in our neighborhood have resulted in injuries, hospitalizations, and permanent disability. According to a 2010 article in The Journal of Trauma, amongst hospitalizations for skateboarding injuries in boys over 16 the incidence of traumatic brain injury is 45.5 %.

Mayor Adams, Commissioner Leonard, Commissioner Saltzman, Commissioner Fritz, and Commissioner Fish, please consider the proposed skateboarding ban very carefully. When I was age 20 I remember feeling invincible. Now I know that I am not. Commissioners you must be the voice of reason here. If you do nothing someone's child will be killed on our neighborhood streets. As a mother, physician, and concerned citizen I urge you to ban this thrill seeking activity on our neighborhood streets before a life is lost.

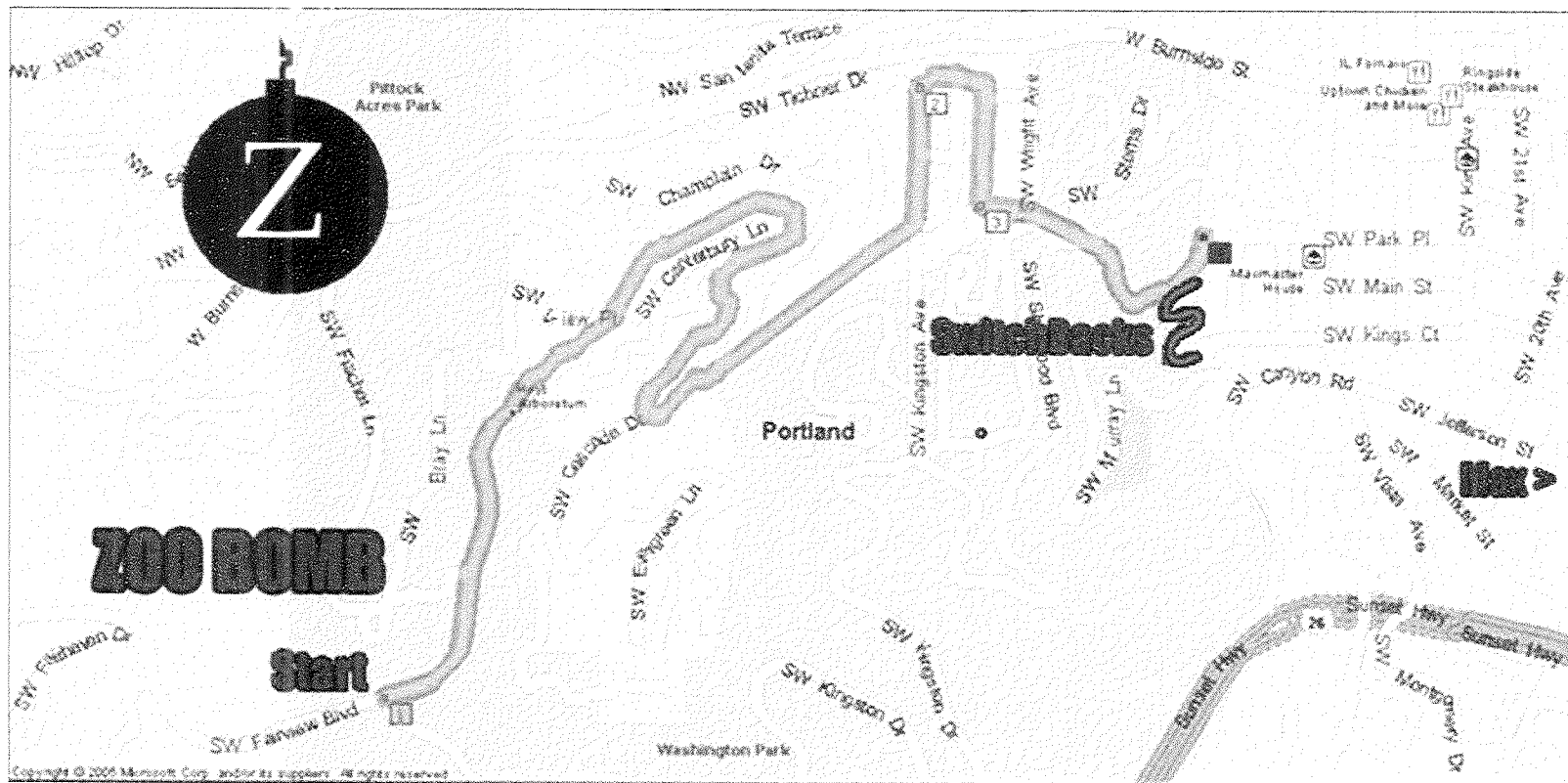
Becky Overbeck, M.D.

**TEMPTING FATE:
HIGH-RISK
SKATEBOARDING IN
ARLINGTON HEIGHTS**

SKATEBOARDING IN ARLINGTON HEIGHTS IS NOT GREEN TRANSPORTATION, IT'S A THRILL SPORT



“This run is one of the best inner city runs in the Portland area. It is about 3 miles long with 2 very fast straightaways (40 + mph) and plenty of corners.”





**MAX brings most of the skateboard
traffic to Arlington Heights**

“I have started to notice a drastic increase in the number of skaters using the [Fairview] hill. Part of me thinks that it is pretty cool to see more people out on skateboards but part of me is also alarmed by the recklessness that people have while skating.”

Billy “Bones” Meiners, elite skater.

“These routes aren't for the faint of heart . . . I feel for the neighborhood as I have seen many riders (young) speeding beyond their capability.”

Jake, skater, on BikePortland

ARLINGTON HEIGHTS HAS LOTS OF VISITOR TRAFFIC



SKATEBOARD ACCIDENT TOLL

- 23,000 traumatic brain injuries per year in U.S.
- 40 skater deaths on U.S. streets in 2011.
- 7 skater deaths on Oregon streets since 2009.

Woman dies after collision with skateboarder

July 6, 2011

CAPITOLA, CA - A 17-year-old boy riding a skateboard ran a stop sign and hit an 83-year-old woman crossing the street. The woman died in the hospital.

ARLINGTON HEIGHTS SKATEBOARD ACCIDENTS

- June 1, 2012: Skater in wrong lane slams head-on into moving car at Tichner & Marconi.
- May 6, 2012: 14-year old skater runs stop at Fairview & Kingston and rams his head through window of parked car.
- January 2012: Skater runs down 3-year-old boy on sidewalk on Rutland.

ARLINGTON HEIGHTS SKATEBOARD ACCIDENTS

- Nov. 10, 2011: Skater in wrong lane slams head-on into moving car, badly injuring foot.
- June 21, 2011: Skater loses control and injures foot on Fairview; neighbor takes him to emergency room.
- Oct. 29, 2010: Skater runs stop at Kingston & Fairview, smashes head through rear window of parked car, doing \$3200 in damage.

OTHER CITIES' RESPONSES

Malibu, CA, 2009

Bans skateboarding on steep streets

Laguna Beach, CA, 2011:

Bans skateboarding on 8 city streets

Newport, OR, 2011:

Bans skateboarding on bay-front streets

Portland, Maine, 2009: City installs cobblestones on one street to deter skaters.

NEIGHBORHOOD'S EFFORTS

- Tried to meet with PBOT Director Tom Miller



NEIGHBORHOOD'S EFFORTS

- 9 meetings with Police, PBOT, Parks & skaters
- Skaters didn't represent spectrum
- Skaters made little effort to educate peers
- No evident Police enforcement
- Skaters kept organizing illegal races

UNCLEAR LAWS

- Ordinance says skaters are subject to same traffic laws as bicycles.
- Police say skateboard isn't a "vehicle"; skaters can only be cited for pedestrian violations.
- Bureau of Revenue says races require permits.
- Police say no permit required for races.

PROPOSED ORDINANCE

- Limited scope: 99% of Portland streets still open to skateboards
- No effect on bikes
- Skate routes in Washington Park remain open
- \$115 fine much lower than those for bikes and cars: \$260 for running stop sign

PLEASE DON'T WAIT FOR A TRAGEDY



Skateboard-Related Injuries: Not to be Taken Lightly. A National Trauma Databank Analysis

Thomas Lustenberger, MD, Peep Talving, MD, PhD, FACS, Galinos Barmparas, MD, Beat Schnüriger, MD, Lydia Lam, MD, Kenji Inaba, MD, FACS, FRCSC, and Demetrios Demetriades, MD, PhD, FACS

Background: With the increasing popularity of skateboarding, trauma centers are experiencing increased number of skateboard injuries. The incidence and type of injuries and the effect of age on these variables are poorly described in the literature.

Methods: Data from National Trauma Databank during a 5-year period was used for this study. Injury Severity Score (ISS), injured body area, specific injuries, and outcomes were calculated according to age groups (younger than 10 years, 10–16 years, and older than 16 years).

Results: During the study period, there were 2,270 admissions due to skateboard-related injuries (0.1% of all trauma admissions). There were 187 patients (8%) younger than 10 years, 1,314 patients (58%) 10 years to 16 years, and 769 patients (34%) older than 16 years. The overall mortality was 1.1% and ranged from 0% in the age group younger than 10 years to 0.3% in the group 10 years to 16 years and 2.6% in the group older than 16 years ($p < 0.001$). The incidence of severe trauma (Injury Severity Score ≥ 16) in the three age groups was 5.4%, 13.5%, and 23.7%, respectively ($p < 0.001$). The incidence of traumatic brain injury in the three age groups was 24.1%, 32.6%, and 45.5%, respectively ($p < 0.001$). The younger age group (younger than 10 years) was significantly more likely to suffer femur fractures and less likely to suffer tibia fractures than the older age groups. Helmets and use of a skateboard park were significant factors protecting against head injury.

Conclusion: Skateboard-related injuries are associated with a high incidence of traumatic brain injury and long bone fractures. Age plays an important role in the anatomic distribution of injuries, injury severity, and outcomes. Our findings demonstrate that helmet utilization and designated skateboard areas significantly reduce the incidence of serious head injuries.

Key Words: Skateboard injuries, Head injuries, Extremity fractures, Outcomes, Prevention.

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Skateboarding is a recreational activity adopted widely among younger individuals in modern urban environments.¹ Most of the previous series have reported a high occurrence of minor injuries such as bruises, superficial

wounds, contusions, and sprains.^{2,3} Data documenting age-related injury patterns are scarce. The frequency and type of skateboard-related traumatic brain injury (TBI) also remain poorly defined. We set up to examine nationwide epidemiologic data on skateboard-related injuries. In addition, we sought to determine the age-related occurrence of injuries according to body regions and to examine independent risk factors for skateboard-related injuries.

PATIENTS AND METHODS

The National Trauma Databank version 7 was used for the purpose of this study. The databank included data from 2002 to 2006. All patients with skateboard-related injuries were identified using the code for the external cause of injury (E-code) of the International Classification of Diseases-9th Revision (E885.2, fall from skateboard). The following data were abstracted and analyzed: age, sex, injury site, protective measures during skateboarding, Injury Severity Score (ISS), sustained injuries, surgical procedures, and interventions. Outcomes included mortality, hospital, and intensive care unit (ICU) length of stay (LOS).

For the purpose of the analysis, patients were divided into three age strata: younger than 10 years, 10 to 16 years, and older than 16 years. These groups were compared for differences in injury severity using clinically relevant ISS cutoffs: >15 for severe and ≥ 25 for critical injuries. In addition, they were compared with regard to the anatomic distribution of the injuries (head, chest, abdomen, and extremity) and for differences in outcomes. Severe TBI (sTBI) was defined as the presence of posttraumatic intracranial hemorrhage. The age group younger than 10 years was set as the reference cohort. The χ^2 or Fisher's exact test was used for the comparison of categorical variables; Student's *t* test or Mann-Whitney test was used for the comparison of continuous variables.

To identify independent predictors of TBI, potential risk factors were examined in bivariate analysis. All significant risk factors in bivariate analysis ($p < 0.2$) were entered in a stepwise logistic regression model to identify independent risk factors for TBI in this population and to estimate the adjusted odds ratios (ORs) and 95% confidence interval (CI).

All analyses were performed using the Statistical Package for Social Sciences (SPSS Windows), version 12.0 (SPSS, Chicago, IL).

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From the Division of Acute Care Surgery (Trauma, Emergency Surgery, and Surgical Critical Care), Keck School of Medicine, University of Southern California, Los Angeles, California.

Address for reprints: Peep Talving, MD, PhD, Department of Surgery, Division of Acute Care Surgery (Trauma, Emergency Surgery, and Surgical Critical Care), University of Southern California—Keck School of Medicine, Los Angeles County General Hospital (LAC + USC), 1200 North State Street, Los Angeles, CA 90033-4525; email: peep@talving@surgey.usc.edu.

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RESULTS

A total of 2,270 patients with skateboard-related injuries were identified accounting for 0.1% of all trauma patients in the National Trauma Databank. Mean age was 16.9 years ± 8.5 years (range, 2–87 years) and 91.1% were male. There were 187 (8.2%) patients in the age group younger than 10 years, 1,314 (57.9%) in the age group 10 years to 16 years, and 769 (33.9%) in the age group older than 16 years. Table 1 summarizes the sustained injuries by the skateboarders.

Mean ISS of the study population was 8.6 ± 5.7. Overall, there were 367 (16.2%) patients with severe injuries (ISS ≥ 16) and 75 patients (3.3%) with critical injuries (ISS ≥ 25). The incidence of severe and critical injuries was significantly higher in the age group older than 16 years compared with the youngest age group of younger than 10 years (OR = 5.41, 95% CI: 2.80–10.46, *p* < 0.001, and OR = 4.23, 95% CI: 1.31–13.72, *p* = 0.009, respectively; Table 2).

Fractures of the upper extremity occurred in 631 patients (27.8%; Table 1) and were significantly less common in the age group older than 16 years compared with patients younger than 10 years (OR = 0.27, 95% CI: 0.19–0.39, *p* < 0.001; Table 3). Fractures of the radius/ulna were most common accounting for 446 (19.6%) cases. Fractures of the lower extremity were present in 508 (22.4%) patients (Table

TABLE 1. Skateboard-Related Injuries (n = 2,270)

Specific Injuries	Percent (n)
Extremity fractures	50.3 (1,141)
Upper extremity	27.8 (631)
Humerus	5.7 (129)
Radius/ulna	19.6 (446)
Lower extremity	22.4 (508)
Femur	6.1 (139)
Tibia/fibula/ankle	15.5 (351)
Spine fractures	1.1 (25)
Cervical spine	0.5 (12)
Thoracic spine	0.2 (5)
Lumbar spine	0.4 (9)
Sacrum/coccyx	0.1 (3)
Overall TBI	36.3 (823)
Concussion	11.9 (269)
Skull fracture	16.2 (368)
sTBI	13.4 (305)
Subdural hemorrhage	3.7 (84)
Subarachnoid hemorrhage	2.3 (53)
Epidural hemorrhage	1.9 (43)
Unspecified intracranial bleeding	5.0 (114)
Cerebral laceration/contusion	3.5 (80)
Intra-abdominal injuries	5.6 (128)
Spleen	4.0 (90)
Kidney	1.0 (23)
Liver	0.8 (18)
Thoracic injuries	1.5 (33)
Rib fracture	0.8 (18)
Pneumothorax/hemothorax	0.6 (13)

TABLE 2. Skateboard-Related Injuries: Incidence of Injury Severity Score >15, and ≥25 According to Age Group

Injury Severity Score	Age Group (yr)	Percent	n	<i>p</i> *	OR (95% CI)*
>15	<10	5.4	10/184	—	1.0
	10–16	13.5	176/1,301	0.002	2.72 (1.41–5.25)
	>16	23.7	181/763	<0.001	5.41 (2.80–10.46)
≥25	<10	1.6	3/184	—	1.0
	10–16	1.7	22/1,301	1.0	1.04 (0.31–3.50)
	>16	6.6	50/763	0.009	4.23 (1.31–13.72)

* Age group <10 yr used as reference for comparison.

TABLE 3. Skateboard-Related Injuries: Risk of Extremity Fractures According to Age Group

Fractures	Age Group (yr)	Percent	n	<i>p</i> *	OR (95% CI)*
Extremity fractures	<10	62.0	116/187	—	1.0
	10–16	53.4	702/1,314	0.027	0.70 (0.51–0.96)
	>16	42.0	323/769	<0.001	0.44 (0.32–0.62)
Upper extremity	<10	38.0	71/187	—	1.0
	10–16	34.2	450/1,314	0.317	0.85 (0.62–1.17)
	>16	14.3	110/769	<0.001	0.27 (0.19–0.39)
Humerus	<10	19.3	36/187	—	1.0
	10–16	6.7	88/1,314	<0.001	0.30 (0.20–0.46)
	>16	0.7	5/769	<0.001	0.03 (0.01–0.07)
Radius/ulna	<10	18.2	34/187	—	1.0
	10–16	25.3	332/1,314	0.035	1.52 (1.03–2.25)
	>16	10.4	80/769	0.003	0.52 (0.34–0.81)
Lower extremity	<10	24.1	45/187	—	1.0
	10–16	19.3	253/1,314	0.123	0.75 (0.52–1.08)
	>16	27.3	210/769	0.368	1.19 (0.82–1.72)
Femur	<10	19.3	36/187	—	1.0
	10–16	4.3	57/1,314	<0.001	0.19 (0.12–0.30)
	>16	6.0	46/769	<0.001	0.27 (0.17–0.43)
Tibia/fibula	<10	3.7	7/187	—	1.0
	10–16	14.6	192/1,314	<0.001	4.40 (2.04–9.51)
	>16	19.8	152/769	<0.001	6.34 (2.92–13.76)

* Age group <10 yr used as reference for comparison.

1). No significant difference in the overall incidence of fractures of the lower extremity was found between the different age groups. However, fractures of the tibia or fibula were significantly more common in the age groups 10 years to 16 years and older than 16 years compared with the reference group (Table 3).

The overall incidence of TBI including concussion, sTBI, and skull fractures was 36.3% (n = 823). A linear increase in TBI incidence was noted with increasing age (Table 4). A total of 305 patients (13.4%) sustained a sTBI (Table 1). Patients in the age group older than 16 years were at significantly higher risk for sustaining sTBI compared with patients younger than 10 years (OR = 2.53, 95% CI: 1.47–4.35, *p* = 0.001). The use of protective devices was signifi-

TABLE 4. Skateboard-Related Injuries: Risk of Specific Head Injury According to Age Group

TBI	Age Group (yr)		n	p*	OR (95% CI)*
	Percent				
Overall TBI	<10	24.1	45/187	—	1.0
	10–16	32.6	428/1,314	0.019	1.52 (1.07–2.17)
	>16	45.5	350/769	<0.001	2.64 (1.83–3.79)
Concussion	<10	10.7	20/187	—	1.0
	10–16	11.4	150/1,314	0.771	1.08 (0.66–1.76)
	>16	12.9	99/769	0.418	1.23 (0.74–2.05)
Skull fracture	<10	8.0	15/187	—	1.0
	10–16	15.0	197/1,314	0.01	2.02 (1.17–3.50)
	>16	20.3	156/769	<0.001	2.92 (1.67–5.09)
sTBI	<10	8.6	16/187	—	1.0
	10–16	10.8	142/1,314	0.348	1.30 (0.75–2.23)
	>16	19.1	147/769	0.001	2.53 (1.47–4.35)
Intracranial hemorrhage	<10	6.4	12/187	—	1.0
	10–16	7.8	103/1,314	0.494	1.24 (0.67–2.30)
	>16	16.0	123/769	0.001	2.78 (1.50–5.14)
Subdural hemorrhage	<10	1.6	3/187	—	1.0
	10–16	2.1	28/1,314	0.789	1.34 (0.40–4.44)
	>16	6.9	53/769	0.006	4.54 (1.40–14.69)
Subarachnoid hemorrhage	<10	0.5	1/187	—	1.0
	10–16	1.4	19/1,314	0.499	2.73 (0.36–20.51)
	>16	4.3	33/769	0.013	8.34 (1.13–61.37)
Epidural hemorrhage	<10	1.1	2/187	—	1.0
	10–16	1.6	21/1,314	0.759	1.50 (0.35–6.46)
	>16	2.6	20/769	0.282	2.47 (0.57–10.66)
Brain contusion/laceration	<10	1.6	3/187	—	1.0
	10–16	2.6	34/1,314	0.613	1.63 (0.50–5.36)
	>16	5.6	43/769	0.022	3.63 (1.12–11.84)

* Age group <10 yr used as reference for comparison.

cantly less common with increasing age (10.6%, 8.3%, and 4.4% for the age groups younger than 10 years, 10–16 years, and older than 16 years, respectively; $p < 0.001$).

Intra-abdominal injuries occurred in 128 patients (5.6%). The most commonly injured intra-abdominal organ was the spleen ($n = 90$, 4.0%; Table 1). Age groups 10 years to 16 years and older than 16 years had a significantly higher incidence of injuries to the spleen compared with patients younger than 10 years (5.1% and 2.7%, respectively vs. 1.1%, $p = 0.003$).

Bivariate analysis was performed to identify significant risk factors for skateboard-related TBI and these findings are depicted in Table 5. A stepwise logistic regression analysis identified six independent predictors of skateboard-related sTBI (Table 6). The use of a helmet, age 10 years to 16 years, and skateboarding near home or at a designated skateboard park were factors independently associated with a lower incidence of severe head injury. Age older than 16 years and male gender were predisposing factors for such injuries.

Overall, 957 patients (42.2%) required an operative intervention during the hospital stay. Orthopedic procedures were the most common interventions (749 patients [33.0%]) followed by procedures for head injury in 87 patients (3.8%). In 17 patients (0.7%), a laparotomy was performed with

TABLE 5. Predictors for TBI in Skateboarders

Variable	Variable (Yes/No)	TBI (%)	N	p	OR (95% CI)
Age <10 yr	Yes	16.0	30/187	<0.001	0.49 (0.33–0.73)
	No	28.1	585/2,083		
Age 10–16 yr	Yes	23.8	313/1,314	<0.001	0.68 (0.56–0.82)
	No	31.6	302/956		
Age >16 yr	Yes	35.4	272/769	<0.001	1.85 (1.53–2.24)
	No	22.9	343/1,501		
Male	Yes	27.9	577/2,067	0.005	1.68 (1.17–2.42)
	No	18.7	38/203		
Helmet	Yes	13.6	18/132	<0.001	0.38 (0.23–0.63)
	No	29.6	505/1,708		
Street/highway	Yes	31.6	180/569	0.005	1.35 (1.09–1.66)
	No	25.6	435/1,701		
Skateboard park	Yes	23.7	108/456	0.067	0.80 (0.63–1.02)
	No	27.9	507/1,814		
Skateboarding near home	Yes	19.0	53/279	0.001	0.60 (0.44–0.82)
	No	28.2	562/1,991		

TABLE 6. Factors Independently Associated With TBI in Skateboard-Related Injury

Variable	Adjusted p	AOR (95% CI)
Predisposing factors		
Age >16 yr	<0.001	3.03 (1.88–4.88)
Male	0.018	1.64 (1.09–2.47)
Protective factors		
Helmet	0.002	0.45 (0.27–0.75)
Near home	0.001	0.54 (0.37–0.79)
Age 10–16 yr	0.027	0.59 (0.37–0.94)
Skateboard park	0.009	0.70 (0.53–0.92)

Variables entered into equation: age <10 yr, age 10–16 yr, age >16 yr, male, helmet, street/highway, skateboard park, near home.

AOR, adjusted odds ratio.

splenectomy/splenorrhaphy (9 patients [0.4%]) as the most frequent procedure. Mean hospital LOS was 3.0 days \pm 8.6 days. Overall, 455 patients (20.0%) required ICU admission with a mean ICU LOS of 3.0 days \pm 3.9 days. The overall mortality was 1.1% (24 deaths). Among the mortalities, 88% (21 patients) presented with sTBI representing the leading cause of death. The highest mortality rate was found for patients older than 16 years (20 deaths [2.6%]). No mortalities were observed for patients younger than 10 years (Table 7).

DISCUSSION

Since the introduction of skateboarding in the 1960s, the advances in design and manufacturing materials have made skateboards more readily maneuverable. Speeds up to 40 mph while skateboarding can be obtained placing the boarder at risk for significant injuries. Along with the increasing popularity of skateboards, an increase in injuries associated with their use is expected. To date, the incidence of skateboard injuries reported in the literature varies significantly. Kyle et al.² reported recently the incidence of presentations to the emer-

TABLE 7. Comparison of Outcomes According to Age Group

Outcome	Total (n = 2,270)	<10 yr (n = 187)	10–16 yr (n = 1,314)	>16 yr (n = 769)	p
Mortality, n (%)	24 (1.1)	0 (0)	4 (0.3)	20 (2.6)	<0.001
D/C to rehabilitation, n (%)	46 (2.0)	0 (0)	19 (1.4)	27 (3.5)	<0.001
HLOS, mean ± SD	3.0 ± 8.6	2.3 ± 3.0	2.7 ± 10.7	3.5 ± 4.7	0.106
ICU LOS, mean ± SD	3.0 ± 3.9	1.7 ± 0.9	2.6 ± 3.4	3.6 ± 4.6	0.013

D/C, discharge; HLOS, hospital length of stay; SD, standard deviation.

gency department and the rate of admissions for several recreational activities, including skateboarding. These investigators found ~51,500 skateboarders injured who were aged 7 years and older in the United States annually, with a hospital admission rate of 2.8%. Osberg et al.¹ used the National Pediatric Trauma Registry and noted an incidence of skateboard-related injuries at 0.4% among a total of 62,200 pediatric trauma patients. In our examination, one of the largest series to date, we found an overall incidence of skateboard-related injuries at 0.1%.

Previous studies have noted an incidence of fractures in skateboarders ranging from 8% to 74%.^{3–5} Our findings also confirm that the most commonly encountered injuries in this population involve the musculoskeletal system (50.8%). In concordance with previous reports, our data also reveal that skateboarders younger than 10 years are at higher risk for such injuries, particularly to the upper extremity. Contrary to this, older boarders were at higher risk for sustaining lower extremity fractures. The age-related behavioral patterns may explain these differences in corresponding types of injuries.

In previous reports, the incidence of TBI due to skateboarding injuries ranges widely from 0% to 51%.^{2,3,6} Also, the type and severity of TBI have been poorly documented. In our study cohort, the overall incidence of TBI exceeded 35%. Surprisingly, almost 3 of every 10 patients (27.1%) presented with a sTBI or a skull fracture. The incidence of severe head injury increased significantly with age, starting at 16% for the age group younger than 10 years, and reaching 35.4% in the age group older than 16 years. Hypothetically, the older skateboarders may skate faster and, as seen in this study, more frequently on surface streets compared with younger skateboarders. Overall, the utilization of helmets was noted in only 7.2% of the patients. Skateboarders older than 16 years used helmets significantly less compared with their younger than 10-year-old counterparts. This fact may have contributed to the higher incidence of sTBI in the group older than 16 years. Such an observation correlates with our findings that a helmet is associated with a significantly lower incidence of head trauma.

Thoracic and abdominal injuries proved to be infrequent among skateboarders.^{7,8} Only occasional occurrences of splenic rupture or renal injury associated with skateboard injuries have been previously documented.^{7,9} Likewise, in our patient population, abdominal and chest injuries were fairly uncommon. Nevertheless, 90 patients (4.0%) suffered a splenic injury and surgical interventions were required in nine patients (10%). Lethal outcomes after skateboard-related injuries have also been described.⁹ In our study, ~1 of 100

patients (1.1%) died. Significant life-threatening insults after skateboarding are therefore not uncommon.

Several safety measures have been advocated for skateboarders. The most common being the utilization of a helmet and extremity protective equipment such as wrist guards, elbow, and knee pads.^{10,11} The establishment of skateboard parks has been suggested to separate skateboarders from pedestrians, motor traffic, and to encourage supervision of skateboarding children.¹¹ In our logistic regression analysis, we detected the use of helmets and use of a skateboard park as independent protective factors for head injuries. In light of the high incidence of sTBI in this study, our results support those recommendations. Injury prevention organizations along with parents, educators, and health-care providers should be made aware of significant injury hazards associated with skateboarding.

In conclusion, our data reveal an age-related pattern of distribution and severity of skateboard-related injuries. The incidence of associated TBI is high, particularly in the subset of male patients aged 10 years or older. Because of the significant severity of injuries and the potential for mortality, our findings warrant more aggressive triage of patients who sustain this mechanism of injury. Our findings demonstrate that helmet utilization and designated skateboard areas significantly reduce the incidence of serious head injuries.

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Committee on Injury and Poison Prevention

Skateboard and Scooter Injuries

ABSTRACT. Skateboard-related injuries account for an estimated 50 000 emergency department visits and 1500 hospitalizations among children and adolescents in the United States each year. Nonpowered scooter-related injuries accounted for an estimated 9400 emergency department visits between January and August 2000, and 90% of these patients were children younger than 15 years. Many such injuries can be avoided if children and youth do not ride in traffic, if proper protective gear is worn, and if, in the absence of close adult supervision, skateboards and scooters are not used by children younger than 10 and 8 years, respectively.

ABBREVIATION. CPSC, US Consumer Product Safety Commission.

OVERVIEW

In the past decade, there has been a resurgence in recreational skateboarding, and with it, there has been an increased number of injuries. In 1996, an estimated 5.8 million children and adolescents younger than 18 years in the United States had participated in skateboarding, and an estimated 750 000 had done so at least weekly.¹ During the past 25 years, the annual incidence of skateboard-related injuries peaked at 150 000 in 1977 and subsequently decreased to 16 000 in 1983. This decrease was likely related to decreased skateboard activity. More recently, with increasing popularity of the sport, the number of injured individuals younger than 20 years has increased from an estimated 24 000 in 1994 to approximately 51 000 in 1999.² In 1997, 1500 children required hospitalization for an injury sustained while skateboarding, and in most cases, the injury was to the head.

According to the US Consumer Product Safety Commission (CPSC), approximately 90% of all children and adolescents treated for skateboard-related injuries in 1999 were males.² The ankle, wrist, and face were the 3 most common areas injured, accounting for 38% of all injuries treated. Only 5% were severe (defined as concussions or internal injuries), whereas moderate injuries (long bone fractures or dislocations) accounted for 31%. Deaths were rare. Of those children injured seriously enough to require hospitalization at a children's hospital or pediatric trauma center, 25% were hit by a motor vehicle.³

Nonpowered lightweight scooters have become

very popular in just a short time. These are made of lightweight aluminum with small, low-friction wheels similar to those on in-line skates. They weigh less than 10 lb and can be folded to enhance portability. Preliminary data from the CPSC indicate that an estimated 9400 people (94% younger than 15 years) were injured while using nonpowered scooters between January and August 2000. Injury frequency increased considerably during the summer months. Children younger than 8 years accounted for 31% of those injured. Approximately one third of all injuries were fractures or dislocations. Head and face injuries accounted for 29% of all injuries, whereas wrist, elbow, lower arm, and knee injuries together accounted for 34%.

The CPSC recommends that children younger than 8 years not use scooters without close supervision.⁴ The CPSC further recommends that all riders use a helmet that meets their standards as well as knee and elbow pads. Children should not ride scooters on streets, at night, or on any surfaces that have water, sand, gravel, or dirt.⁵

Young children may be at high risk of injury from skateboards and scooters because their judgment of their own skills and strength is often poor, as is their ability to judge foot or vehicular traffic. Their center of gravity is higher than that of older children and adults, their neuromuscular system is not well developed, and they are not sufficiently able to protect themselves from injury. For these developmental reasons, children younger than 5 years should not ride skateboards, and those between 6 and 10 years of age should be closely supervised while skateboarding. Children younger than 8 years are at greater risk of scooter injuries than are older children and should not use them.

At the time this policy statement was developed, the increase in use of skateboards and scooters was too new for the effectiveness of these recommendations to be assessed. These preliminary recommendations were based on studies concerning the effectiveness of protective gear for in-line skating and bicycling. More time will need to pass to determine whether the popularity of skateboards and scooters will increase or wane and to assess the effectiveness of recommendations.

The American Academy of Pediatrics recommends the following:

1. Children younger than 10 years⁶ should not use skateboards without close supervision by an adult or responsible adolescent. Children younger than 5 years should not use skateboards⁷; instead, parents and pediatricians should encourage them to

The recommendations in this statement do not indicate an exclusive course of treatment or serve as a standard of medical care. Variations, taking into account individual circumstances, may be appropriate.
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- undertake activities that are more developmentally appropriate.
2. Skateboards must never be ridden in or near traffic, regardless of traffic volume.
 3. "Skitching a ride," or holding on to the side or rear of a moving vehicle while riding a skateboard, should never be done. It is particularly dangerous because the rider cannot accommodate a sudden stop or swerve of the vehicle.
 4. Pediatricians should advise parents, teachers, and others to strongly recommend that all skateboarders wear a helmet and other protective gear (including wrist guards, elbow pads, and knee pads) to prevent or reduce the severity of injuries resulting from falls.⁸ Use of protective clothing, such as gloves, is not sufficient.⁹ The helmet should be a bicycle helmet that complies (and is so labeled) with the CPSC standard¹⁰ or a multisport helmet that complies with the N-94 standard established by the Snell Memorial Foundation.¹¹ The N-94 standard requires that helmets pass multiple impact tests to the back during laboratory testing.
 5. Communities should continue to develop skateboarding parks and encourage youth to practice there. These parks are preferred to home-constructed ramps and jumps, because they are more likely to be monitored for safety and separate the skateboarder from pedestrian and motor vehicle traffic. Existing guidelines for such parks should be standardized.¹²
 6. Until additional information is available, pediatricians should counsel parents on the use of non-powered scooters according to the following CPSC recommendations⁴:
 - Children younger than 8 years should not ride scooters without close adult supervision.
 - Children should not ride scooters in streets, in traffic, or at night.
 - Children should wear helmets, knee pads, and elbow pads while using scooters.
 7. The Academy strongly emphasizes the need to monitor the amount and nature of nonpowered scooter use and resultant injuries.

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