

# FRYEday Report

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# News Flash

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## STATES AND CELL PHONE DRIVING LAWS

A jurisdiction-wide ban on driving while talking on a hand-held cell phone is in place in seven states; (California, Connecticut, New Jersey, New York, Oregon, Utah and Washington) and the District of Columbia.

California and Utah have somewhat unusual provisions. In California, police can stop a person regardless of age, holding a cell phone and talking or texting on it, but they may not use check points to enforce the all cell ban for drivers younger than 18. Under the Utah law, no one commits an offense when speaking on a cell phone unless they are also committing some other moving violation other than speeding.

Local jurisdictions may or may not need specific state statutory authority to ban cell phones. Localities that have enacted restrictions on cell phone use include: Oahu, Hawaii; Chicago, Ill.; Brookline, Mass.; Detroit, Mich.; Santa Fe, N.M.; Brooklyn, North Olmstead and Walton Hills, Ohio; Conshohocken, Lebanon, and West Conshohocken, PA.; Waupaca County, Wis.; and Cheyenne, Wyo.

Localities are prohibited from banning cell phones use in 8 states (Florida, Kentucky, Louisiana, Mississippi, Nevada, Oklahoma, Oregon and Utah).



The use of all cell phones while driving a school bus is prohibited in 17 states and the District of Columbia.

The use of all cell phones by novice drivers is restricted in 21 states and the District of Columbia.

Text messaging is banned for all drivers in 18 states and the District of Columbia. In addition, novice drivers are banned from texting in 9 states (Delaware, Indiana, Kansas, Maine, Mississippi, Missouri, Nebraska, Texas and West Virginia) and school bus drivers are banned from text messaging in 1 state (Texas).

Source: Insurance Institute for Highway Safety ([www.iihs.org](http://www.iihs.org)) and [http://www.iihs.org/laws/cell\\_phonelaws.aspx](http://www.iihs.org/laws/cell_phonelaws.aspx)

## Steer Clear of Common Listening Barriers



As we listen to others, we often succumb to distracting behaviors that get in the way of active, deep listening. However, if you become familiar with the behaviors that prevent you from listening fully, you can catch yourself, shift your attention and refocus on the conversation. Watch out for these common listening barriers:

- **Advising:** After hearing only a few words, you believe that you know how to solve the person's problem and you start offering advice.
- **Comparing:** Something the other person says triggers your insecurities, and you start thinking about how what they are saying applies to you.
- **Daydreaming:** Distracted by something the other person says, you lose track of the conversation.
- **Filtering:** You only listen to the part of the message that is important to you and tune out the rest.
- **Judging:** You make hasty judgments about people before completely listening to what they have to say.
- **Mind reading:** You look for your perception of the truth and end up making assumptions that have little to do with what the person is actually saying to you.
- **Placating:** You want to be supportive, so you voice agreement with what the other person is saying, even if you don't really agree.
- **Rehearsing:** Rather than listening, you mentally prepare what you are going to say next.
- **Sparring:** You quickly disagree with the other person because you have a strong point of view, effectively shutting down communication.

Adapted from *Coaching Yourself to Leadership*, Ginny O'Brien, HRD Press, [www.hrdpress.com](http://www.hrdpress.com) Mylene Mangalindan, *The Wall Street Journal Online*, [www.wsj.com](http://www.wsj.com)

## OREGON MOTORCYCLE FATALITIES RISE WITH AGING RIDERS

The motorcycle fatality rate in Oregon is climbing along with the size of bike engines and the age of riders.

The number of riders who are killed, as measured by deaths per 10,000 registered motorcycles and per million vehicle miles traveled, has steadily climbed while the overall motor vehicle fatality rate has fallen.

Nationally, the number of registered motorcycles rose 61 percent from 1995 to 2005, from 3.8 million to 6.1 million. The number increased 83 percent in Oregon during the same period, from 59,468 to 108,978.

Motorcycle deaths hit a low of 18 in 1999. Last year, there were 43 motorcycle deaths in the state, the Oregonian reported. Nationally, the number of motorcycle deaths also dropped during the mid-1990s, reaching a low of 2,116 in 1997. But the death toll has increased every year since; there were a record to 4,810 motorcycle deaths in 2006.

Experts say there are no easy explanations for why the motorcycle death toll has increased. But in a 2006 analysis of the accident data, the National Highway Traffic Safety Administration said today's motorcyclists are older than in the past, and they are driving bigger, more powerful bikes.

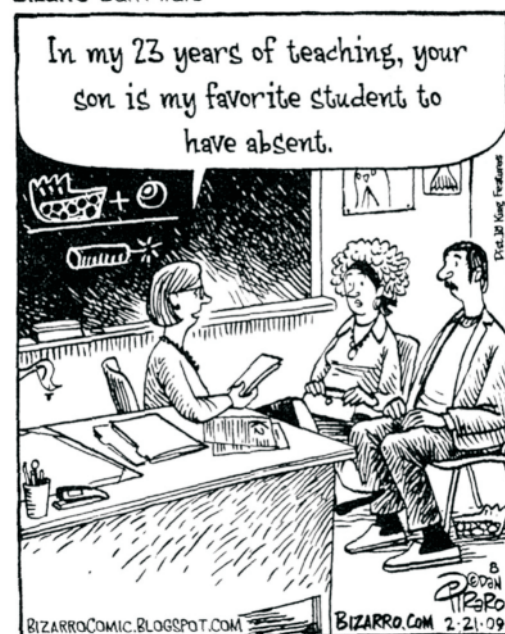
In 1990, motorcyclists 50 and older accounted for 10 percent of all bike owners. By 2003, the 50-and-older crowd represented 25 percent. During the same time, the average age of motorcycle owners rose from 33 to just older than 40.

Troy Costales, administrator of ODOT's Traffic Safety Division, said there are about three motorcycle fatalities in rural Oregon for every one in an urban setting. The No. 1 cause, he said, was excessive speed going into corners.

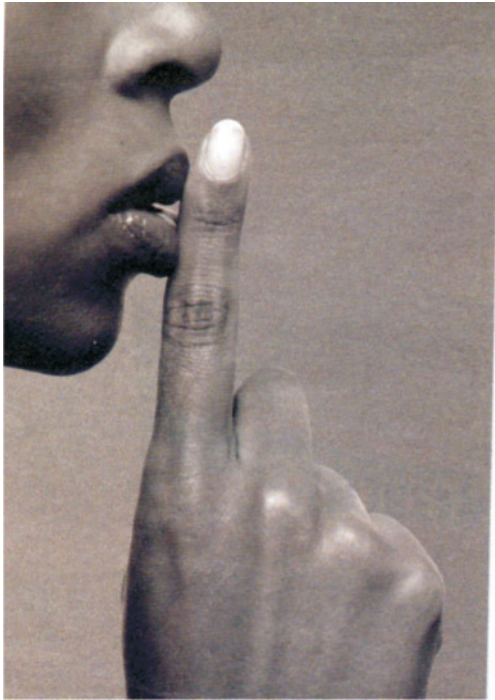


## Comedy Corner

Bizarro Dan Piraro



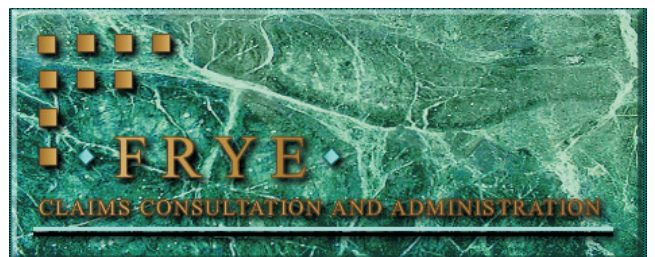
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