# Preventing Pediatric Vehicular Heatstroke: Webinar Transcript

\*\*Preventing Pediatric Vehicular Heatstroke:\*\*  
Webinar Transcript

\*\*Rebecca Spicer:\*\*  
This is the webinar sponsored by the children's safety network. On preventing pediatric vehicular heat stroke. CSN is supported by the health resources and Services administration, Hrsa of the Us. Department of Health and Human Services under the child and adolescent injury and violence prevention resource centers, cooperative agreement for 5 million with 0% financed with non-governmental resources. This information or content and conclusions are those of the author, and should not be construed as the official position or policy of. Nor should any endorsements be inferred by Hrsa. Hhs or the Us. Government Caitlin, I'll pass it over to you to just give some tech tips.

\*\*Children's Safety Network:\*\*  
Great hello and welcome everyone. I have a few tech tips for you today. First, the quality of your audio depends on the speed of your Internet connection. If the audio is choppy, please find a more stable Internet connection or listen over the phone by dialing one of the phone numbers found in the Zoom invitation. All participants are muted, but you can submit questions throughout the event, using the Q&A button at the bottom of your screen, and we'll address those questions in the discussion portion of the webinar later on. For lease click the caption button at the bottom of your screen. Sometimes that's within the more icon, which is 3 dots at the bottom of your screen, and that will turn on automatic captions. And finally, we will be sharing our resources, recording and slides within the next 2 weeks posted on our website for you to access as well back to you, Becky.

\*\*Rebecca Spicer:\*\*  
Thanks. Caitlin. Hi, everyone. My name is Rebecca Spicer. I am an epidemiologist with the impact research in Columbia, Maryland. and my area is really understanding how technologies are preventing crashes and reducing the number of injuries, and under that greater spectrum includes hot vehicle deaths. And so there's a lot of new technologies coming out there right now to prevent these types of deaths. And our panelists today are really excited to hear what they have to say and what the latest information is. So without without further ado, I would love to present our panelists to you. Jan Null is has had 51 years of experience as a professional meteorologist. After a distinguished career of 24 years with the National Weather Service, he founded Golden Gate Weather Services in 1998. He has worked on over 750 cases over the years, and is frequently called upon as an expert witness in weather-related litigation. Essentially Csi weather. One of Jan's primary research areas is pediatric, vehicular heat stroke, and he's 1 of the country's most respected experts on this sad topic. His research published by the American Academy of Pediatrics in 2,005 is the go to paper on the topic both in the Us. And abroad. This work is kept up to date online@noheatstroop.org. And these links will be in the Webinar information that, partially funded by a grant from the National Safety Council and Nhtsa Alexis Caglieri is a nationally recognized leader in traffic safety with over 25 years of experience, and currently serves as the program manager for pediatric vehicular heat stroke at the National Safety Council. She has extensive experience in child passenger safety, and is dedicated to eliminating pediatric vehicular heat stroke deaths through strategic partnerships, policy, advocacy, and public education. She is a firm believer that collaboration is essential to expanding safety efforts and ensuring outreach reaches all communities across the United States. And so we're before we head on to our presentations. I want to remind all the particip, the remind the audience. if you have any questions to put them into the Q. And a window that you'll see on your screen, and we will go over those questions and answers after the 2 presentations. So, Jan, I'm going to hand it over to you.

\*\*Jan Null:\*\*  
Thank you very much, Becky. And it's great to see all the all the people that have joined us today. So if we start the presentation. As Becky said, I am a meteorologist. I am at San Jose State University, and I run and maintain the website. noheatstroke.org, which I'll be referring to frequently in the next 20 min or so on next slide. So these are some of the headlines that that we have seen in in in recent days. next. Fortunately, it's not all bad news. There we we're seeing more and more children rescued out of hot cars. Good thing. And you know, that's that's the direction we we want to be going. Next. I need to add, on top of this slide there has been one death this year it happened back on March 18, th in Lakewood, New Jersey, last year. There were 39 Pvh deaths across the country, spreading from from coast to coast, as we often see next over the last 26 years. The average number of heat stroke deaths is about 37 per year. We did see a a dip during the during the 1st couple years of the pandemic. As people change their the the patterns of their lifestyle, how they transported children, people, people working from home more things like that. Sadly. Last year we saw that number go back to 39. So we're we're right right back up, up into the into the long term numbers next. Next. So heat stroke is a phase of hyperthermia. Hyperthermia is any elevated body temperature, heat stroke. The clinical definition is, when the body temperature gets to be 104 or higher, you can see some of the symptoms there. The flush, dry skin is a really interesting one, because 1st responders, when they are coming to a scene of a possible heat stroke victim, they will look to see if the person is is flushed, but they're not perspiring anymore. One of the things that happens with heat stroke is that the body starts shutting down systems, and one of those is perspiration. Next. children are, and also the elderly are especially vulnerable. They don't cool themselves as effectively. Children's body temperatures are estimated to rise 3 to 5 times faster than an adult's. and also children, especially in our car seat, where their back and their buttocks and their legs are up against the car seat. They can't perspire as well, and it's that perspiration that cools off the body when the body temperature gets to 107 or so the cells are are damaged inside, the organs, organs shut down, and death can result rather rapidly, and or a permanent disability next, next. So, how did a meteorologist get involved with all these child safety people. So there was a death of a 5 month old in San Jose, near where I lived at the time the local media asked me, Well, hey, Janet, who I'd worked with in the past, how hot could have gotten that car? I go well, I can Google that I can find you a quick answer. There weren't any good comprehensive studies out there. And so I started keeping track that year of temperatures in my own car. Next the following summer, in 2,002, I started doing a study with a remote thermometer in my vehicle, one outside the vehicle, and I looked at 16 different days through the summer months, with the outside air temperatures between 72 and 96 degrees. I looked from an initial starting time around midday for 60 min, and on 2 of those days I had the windows cracked about about an inch and a half on next. So cars heat up just like a greenhouse. The the glass is transparent to the, to the sun, shortwave energy, but it heats up objects inside, and those objects, then give off long wave radiation, which is, you know, if you think of that, that nice little warm heater you have under your desk for winter mornings. That's that warm, long wave energy is what warms you in the room. Same thing happens in a green greenhouse next. and the same thing happens in a vehicle that shortwave energy heats up objects inside the car. The windows are transparent to that windows. Don't get real hot, but things like your dashboard, your seats, your steering wheel. We all know how hot those can get, and those then give off the long wave radiation that heats up the air inside the vehicle next. So here was the results of those 16 days that I talked about back in 2,002. And the the really interesting thing is, I started as I started looking at the data was the the fact that all the lines are relatively parallel and independent. Whether you start down at 72 degrees or 96 degrees. The rate of change was was about the same next. And so if we average those rates of change we came up with with this chart. And so you can see, after 10 min the average temperature rise inside a vehicle after it's closed up is 19 degrees. After half an hour, 34 degrees, and then, after an hour, about 43 degrees on next. and then this is taking that data and putting it, mixing it with some with the outside temperatures versus the time we can see what the various temperatures would be. The published study was going out through 90, 95, 96 degrees, but anecdotally from looking at at other instances. In in the interim, those rates of change are the same, whether even past 100 degrees. Next. This is a plot of 4 h, beginning at about 8 in the morning on a mild 63 degree morning. You can see that by by about 10 o'clock in the morning. We're already after above 110 degrees inside, inside the vehicle, even though the temperature outside is is still in the low seventies. By by noontime we're now in almost at 140 degrees. and and the with the outside air temperature in a relatively mild reading of 85 for most of the country in in summertime. Happening later in the day, you can see that the the graph is sort of flattening out there, and with that average temperature rise in the in the middle, 50 s. Next. So in the 1st 10 min you get about half you get about half the temperature rise. 80% of the the rise is in the 1st 30 min, and then it plateaus, as we saw in that last chart in the above 50 degrees or so those days that I cracked the window had minimal effect. 2 3 degrees on on a couple of those days when we're looking at temperatures of 130 degrees 127 doesn't make a difference as far as survivability for a for a child and one of the other important takeaways. It doesn't have to be a really hot day. It can be days. We've actually the case earlier this year in New Jersey was a 68 degree day, and that was in with springtime lower sun angles. So also there is the I call it an urban myth that the that dark cars are hotter than than white cars. It turns out it's more likely the fact that dark cars have darker, typically have darker interiors than lighter cars. And you can test this yourself by by putting your hand up by the dome light in your car. Not a lot of heat is coming coming through the sheet metal and through the through the headliner of your vehicle. Put your hand on the dashboard, and that's the heats coming through the through the glass and heating up those objects. And this study along which I published in pediatrics in 2,005, with emergency medicine doctors from Stanford, Kathy Mclaren and Jim Quinn. Is. It's kept updated@noheatstroke.org next. Next. So the cases the cases that I track in near real time, on on a daily basis, are using some customized Google news searches as well as contacts with media authorities on. And also I'll only look at publicly verifiable cases, not ones that are given to me anecdotally. There's a study done by Nhtsa back in the early 2 thousands where they were looking at numbers averaging about 19 per year. where with meter and that was looking, using death certificates and Icd codes. And with media reports, we actually found 37 per year. If you know of cases after you look@atnohestroke.org that I don't have in there, please let me know. We know there are cases that out there that go under the radar next, please. So these next dozen or so slides are all from a document. And no he struck.org called pvh by the numbers. So you don't have to do screen shares, or or or grabs, or anything like that they're they're all there and publicly available the better distribution they get. The better. as you can see here, and, as would be expected, we? We peak in the in the midsummer months, though we have had deaths in in every month of the year, so we're not. There is no safe time to leave a child unattended in a car. Next. on average, the 1st death of the year is March 27th of this year we were March 18th next. So the a little over half the cases where children are accidentally forgotten in vehicles, a parent or caregiver gets distracted. Something else happens in their life that they they get out of the car and they leave the child behind. Of that 50, almost 53%, 45% of that are where the child was not dropped off at at childcare. And this is this is a really important aspect of this, in that if parents have arrangements with their daycare, their babysitter child care facility that if a child doesn't show up in a given day that a call is made that there's some communication. almost 25% of all the cases could could be saved. The next largest group are where they gain access on their own. These are typically 2 years older, 2 years and older. And this is where a car is left unlocked and a child gets into the vehicle and can't get the can't get out, maybe because the child safety seats in the back seat. And so, you know again, this is all all totally preventable, and then the the final final category where children are knowingly left. That's where a parent or caregiver makes a conscious decision to leave a child in the car while they go do some other activity. It might be an appointment. It might be they can't get childcare, for work might be while they're meeting up with someone going to a casino going to a bar. There's lots of lots and lots of bad reasons, all bad. Next. the numbers of forgotten cases per year. Has remained fairly steady at just around 2020 per year. On going back for the entire period of record that we have here next. and the number of gained access cases has has fallen the small dotted line. There is a trend line, linear trend for this. And so we've seen seen that number has been decreasing. So that's all good news, all due the efforts, I think, to to get the message out about, you know, locking cars, not letting children children get in them, and to play in them next. Unfortunately, we have the opposite trend in the knowingly left category that that's an upward upward trend line where we've been seeing more cases where children are are being left in in inside a vehicle unknowingly. Next. we're not. We're not sussed out this data. I really found it interesting that we we see this peak toward the latter latter part of the work week. one of the hypotheses is that this is the result of people being more stressed, having more things pile up during during the course of the week. Next. as you see here, more than half the cases are less than 2 years of age, and though and we've had cases, about 4% are over 5 years of age with a couple that are actually in in their teens. and with the average age being being 2027 months. Next. it can happen to anyone. I've seen in in tracking over over a thousand 1,000 cases. Now, since 1998. These instances in all 3 categories. Spread across the the entire socioeconomic spectrum. Next. more than more than half the cases happen in the in the home driveway, or very near the home. Another quarter at work, and then the other remaining cases are. or sort of spread out between childcare and other other locations. Next. it doesn't have to be a blazing hot day. Yes, more than more than half the cases are 90 degrees or above. But you know, as I mentioned earlier, that we have that those cases that happen in the in the seventies, and and some of those are less than 70 degrees. Next. geographically, as you would expect, the the warmer States have a higher incidence. But there are only only 2 States that that do not have have not had Pvh deaths since 1998, those being Alaska and New Hampshire. Sadly, Texas and and Florida are are way out in front. Next. a better way to look at those numbers is looking at per capita, where we're looking at per per. 1 million persons under under 1414 years of age or under. and you can see that the concentration in the southern tier of States, especially along the along the Gulf coast next. there's a lot of detail here. This is probably best seen on the noheatstroke.org by the numbers document, but we can see that the there's a higher percentage of the forgotten in in Texas and Florida and with the within with California, even though having the next highest total, that number is less than the national average, but their numbers of of knowingly left is are higher. So lots lots of information here that hopefully you, as people involved in this topic can use for for messaging, and to bring all these numbers down next. Next. So 21 States have laws against leaving children unattended in vehicles. Note at the bottom. 32 States have laws against unattended pets and vehicles. I will offer that without comment. There! There's also several States. You'll see Florida with 15 min, Missouri with 10 min, and Texas with 5 min. The law allows you to leave a child unattended in those States in those amounts of time. So those laws are particularly in ineffective. Next. we've seen, especially in the last dozen years or so, an increase in number of states that have good Samaritan laws related to rescuing children and pets from vehicles where the person is not is not held criminally liable. Next. you can see the numbers here. If in the knowing left category, those are much more likely to be to be charged than in the forgotten category. If it's a pair, a paid child care provider, they're more likely to be charged and running counter to sort of what a lot of the the social media people would say, you know, oh, these are all people on drugs and alcohol. And that just has not proven to be the case. Next technology again, just a quick reminder about about these numbers next. So there's 3 different types of of systems that are that are being used, one are just reminders. And as in this this model year 2025. Those are required in all new vehicles in the United States. Then there are now there are sensors that actually, physically know the presence of a of a person. And then there's apps for phone things like waze and lights flashing and things like that. Next. So the reminder systems their door logic. Whether you open the back door and per child in or or in or out, detection systems like radar and infrared, and these are these don't also. These don't count like car seats in particular, and and other independent apps next. So the number of forgotten cases reminder systems can help with that and gained access. You would need a detection system and knowingly left. How? How that gets monitored by by technology. I don't have the answer for that next. But the negative part of the technology, and especially now, even with it going into new vehicles. only 31% of the new car buyers are less than 45 years of age, and only 30% of used car buyers are less than 45 years of age. So those are the the most likely to people to be transporting children. So it's not getting to to the whole market next. So if we were to implement the system, starting this year and expand it out for the next 20 years. there would be with no warning systems. There would be 748 deaths. That's our average of 37 per year. With warning warning systems there would still be 500 and and 23 deaths. We would only be saving about 30% of the deaths next. So that's why your technology does save lives. But it's gonna it's going to take obviously a lot longer history. And historically, the the last people to get new cars and technology are those that particular the underserved portions of the of society. Next. So we need to have that that over overlay of a multi faceted approach between, not just technology systems, but also with the with continued education next. Never leave a child unattended in a car for any amount of time. If children are missing, check the pool, then all vehicles next get habits so so that you you look look before you lock, have different types of reminder systems available next next. As as I said earlier, almost everything here is@noheatstroke.org. There's the National Safety Council with which Alexis will be talking about is is is available with a great online course and feel free to reach out to me at jnoll@noheatstruck.org. Thank you very much. Thanks you all for attending.

\*\*Rebecca Spicer:\*\*  
Thank you, Jan. I think that your work over the last few decades actually is one of the reasons we understand the depth, the magnitude and the breadth of this problem. So thank you so much for all your work over all these years. So I am going to present it over to hand it over to Alexis. and she will get going. Thanks.

\*\*Alexis Kagiliery:\*\*  
Great. Yes, and thank you, Jan. Good afternoon, everyone. My name is Alexis Kadgler and the program manager for the National Vehicular Heat Stroke campaign at the National Safety Council. First, st I'd like to thank Csn for inviting us to speak today. It's perfect timing, because tomorrow may 1st it's national heat stroke prevention day. Today, I'm going to share 2 new initiatives that are available to everyone. It is all about collaboration, sharing knowledge and providing turnkey resources that take minimal time to implement because you are all so busy, but can make a major impact within your communities. These resources are designed to help you quickly educate your partners and stakeholders and raise awareness about this critical issue. Next. the 1st opportunity is an open invitation for all of you to join the National Pdh stakeholders work group. The work group was formed to bring together experts, advocates, and organizations to address this complex and 100% preventable issue through a systems approach. The work group includes members from a variety of backgrounds, public health transportation, law enforcement, child advocacy, technology, research and parent advocates, and many more. We meet quarterly to collaborate share data and emerging issues, to advance national prevention strategies. The QR code on the side, you can click on that. They'll take you to cpsboard.org website, where you can learn about the work group, how to sign up and how to be able to send in your member application to drive progress between meetings, subcommittees focused on key areas. Together, the work groups develop and promote effective countermeasures from education to outreach materials to technology, innovation and legislative solutions. all aimed at achieving a shared goal of eliminating, preventable hot care. Deaths. Next. the 3 subcommittees are the Communication Subcommittee, focused on creating a turnkey ready to use national Pvh communication packet. The group decided this packet would be designed for employers to educate their staff and customers on the dangers of vehicular heat stroke. It will include practical, impactful tools, such as customizable emails, making it easier for you to communicate window clings, parking lot signs, posters, and a 10 min Nsc. E-learning module, titled Children, hot cars along with many other useful resources. The goal is to make raising awareness simple, accessible, and widespread, and you can find it all on the Cps board.org website under heatstroke on the right rail. There's the legislation and policy Subcommittee is working on developing a best practice guide with resources for childcare centers. This guide will support current legislation or provide time for licensed childcare facilities which could be corporate private or home to enhance or implement best practices support new legislation or enhance existing laws. In the future. The guide will include safe transportation procedures, immediate attendance checks, active supervision and emergency response protocols. These recommendations will serve as a foundation for consistent impactful advocacy and implementation across the country. Lastly, we have the State Task Force Development and support Subcommittee, which is focusing on capacity building. They are curating a library of impactful videos up to 10 min presentations from national leaders, experts in emerging emerging vehicle, safety technologies and research, and that is coming soon. Next, please. The beauty of developing the State task force model, which is our second initiative, is each State will look a little different, and we can share the nuances with other States. Nsc. Provides recommendations, best practice, and turnkey resources that can be customized to meet the needs of individual States. Texas developed their very 1st State task force back in 2015, when fatalities Rose and Johnny Humphreys and advocates came together to address the elevated numbers by establishing the 1st task force. They are still going strong, and we look to them for guidance as we develop the task force, model, and resources. In 2024 Florida came aboard and is being utilized to help develop the model for the task force. This is the 1st year for Florida. Observe hot car death prevention month. Thanks to Ria's act, the Florida task Force member supported the State's efforts by hosting press conferences, social media campaigns and tracking all of their activities. Virginia is actively recruiting with over 20 Member applications submitted, and their 1st meeting was just last week. They're just starting to organize with identifying a chair and a secretary scheduling monthly meetings. Minnesota is getting started and incorporating the task force into their state office. We are providing the co-branded materials and the Safety Connection platform, which is through Nsc. That supports the State task force web pages. And we'll we'll link directly to their Minnesota website. Next. here's some sample. Objectives of the task forces. Build a multidisciplinary task force, identify and recruit and engage key stakeholders from various sectors. You all have worked in different sectors, but coming together to be able to collaborate, raise public awareness implement targeted educational campaigns, to inform caregivers about the dangers of Pvh and tomorrow is a wonderful opportunity for you to raise awareness with national heat, stroke, prevention day. engage non-traditional partners. Everyone walks through a parking lot. Bystanders and businesses can play a vital role in prevention. Everyone walks through a parking lot and can save a life if empowered to take action. facilitate online training and outreach, provide educational materials and training for caregivers, childcare providers, community organizations and companies using the e-learning children in hot cars. 10 min training that Nsc has. It's already done, and also, too, there is a guide for admin folks. So if you have a child care director who wants all of their employees to take this course, every year there is a mechanism for them to be able to do that and track their employees. progress, develop legislation and policy recommendations, track Pvh activities you'll and when you go to our websites for the States, you'll see that on the bottom that the members can register their events. This helps be able to look where the activities are happening and look down the road to fill in those gaps, encourage community involvement. You want to mobilize local advocates and volunteers support grassroots, awareness campaigns next slide. So this is a natural fit as safety professionals and advocates. You are already doing the critical work of protecting lives, and that exactly why forming a State level task force is a natural fit. This is an opportunity to take the lead within your State and bring visibility to an issue that's entirely preventable. By creating an official forum for collaboration, you can bring together both traditional and nontraditional partners together. A task force also provides structure to track outreach efforts, share resources and identify gaps in education or engage across communities in your State. Best of all, they're free value added programming, available turnkey resources, expert presentations and subject support that you can just plug right into your efforts. You don't have to build anything from scratch. This is about taking what we already do best, protecting the most vulnerable and expanding their impact with a focused collaborative approach. Next. the National Safety Council is managing this initiative and available to assist States throughout this process, offering guidance, resource, and support to help task forces, launch and sustain effective prevention efforts. The Statewide guide serves as a resource to help States establish a State task force tailored to their specific needs and priorities. The structure, roles and subcommittees outlined in this guide are so only suggestions designed to provide a strong foundation for statewide efforts. Task forces are encouraged to customize their structure, leadership and outreach strategies, to align with their local communities, whether building a task force from the ground up or enhancing an existing initiative. This guide provides flexible recommendations that can be adapted to ensure maximum impact. Next. once you've made the decision to start a task force. The next step is these Key building blocks to put them in place. We have found that starting a member. Recruitment is very important. You think broad pull in traditional safety partners, but also those nontraditional ones that I referred to who will expand your reach. child pasture, safety technicians, pediatricians, fleet managers, 1st responders, retailers. How about veterinarians? Nsc provides an online member application and can customize emails to potential members next establish monthly meetings to keep momentum going. These regular touch points will help maintain engagement, track, progress, and build accountability along with your partners. to give your task force a recognizable identity. Consider creating a state specific logo. It doesn't have to be fancy, just something that helps unify your outreach materials and build visibility. Then launch a dedicated state webpage. Nsc. Has the model already, with resources already designed, ready for co-branding, and I'll show them to you in a minute. This simple landing page that houses key information, content details and links to shareable resources. It will provide a home base for your task force and gives the public and your stakeholders a place to connect. finally, work with your group, to identify messaging and resources that resonate with your state communities. You will see that the messaging that I'm going to show you in a minute is a collaborative of the individuals that we work with within the States, and also to align with Jan's Jan statistics. These fundamental steps not only help you launch a task force, but set up for a long-term impact in preventing these completely avoidable tragedies. Next, the 1st step is to identify and assign the Executive Committee. develop clear leadership structure, to provide direction, accountability and sustainability. define positions and roles with an executive committee to help organize efforts and drive action, and then your group can decide. If you would need subcommittees or not. People work a lot of hours. They have many different hats, so maybe subcommittees won't won't work as well. We found that in the State of Florida next. So let's get into the messaging. Well, when crafting, messaging, we avoid fear-based messaging instead, focus on awareness, education, and empowerment. The assets have been developed to focus on. As you can see, it has a common theme with Jan the Forgotten, which is 53%. These are often loving, attentive caregivers who experience a change in routine or momentary lapse in memory. Messaging should be empathetic and focused on prevention strategies with visual cues, reminders, and technology that gained access 25%. These cases involve children entering an unlocked vehicle on their own and becoming trapped. Messaging could emphasize supervision and the importance of keeping vehicles locked and keys out of reach knowingly left 21%. These less common. These situations occur when a child is left intentionally, often because the caregiver underestimates the danger messaging here should stress that no amount of time is safe and even quick errands can turn into tragedy vehicle temperature. A core part of the messaging should include the science. A car can heat up rapidly even on a mild day, and a child's body temperature rises 3 to 5 times faster than an adult's, making every second count. Visual aids like temperature charts and time. Lapse videos like Jan has can be effective in illustrating this danger and bystander intervention empower the public to act. Messaging should include what to do. If you see a child alone in a vehicle when to call 9 1 1 when it's legally permissible to intervene, and how to do so safely. and then you'll see the State specific that I referenced in the side Florida task force has decided to be called the Florida vehicular Heat Stroke Task Force because they're going to be focusing on not only pediatrics, but vulnerable adults, pets, and the unhoused next. So here are our assets that I wanted to share with you that are available on the websites that are going to be given to you today. So we have the forgotten message. Look before you lock, check the back seat. Stay alert. A simple change in routine, distraction or exhaustion can change your life forever on the bottom. There you'll see that we have the Nsc Logo, but on the right would be you could have it customized for your State to have the web page that we have on the QR. Code, and then on the left could be your state. Logo gained access. Unlocked cars can be dangerous. Children and unlocked cars do not mix, always lock your car even in your driveway, keep keys and fobs out of reach. Teach children that cars are not play areas. Check your car. If a child goes missing very simple, and if you can see that. This messaging is at a 3rd to 5th grade reading level next. then we have the knowingly left. Never leave your child alone in a parked car, and we talk about a child's body heats up 3 to 5 times faster than an adult's, and it only takes 10 min for a parked car's temperature to rise more than 19 degrees. This really shows this messaging. You must act. This is, you should never leave a child alone in a vehicle, but also to this shows why you come up on a car. You never know how long a child has been in there, and these factors need to be considered and vehicle temperature. As you can see, it's 121 on top and 72 degrees out. This was a picture taken at last. This April's Florida event. a child's body heat talking about the temperature, and also so call 9 1 1. So take action. Next. we also have infographics. Children unlock cars do not mix and look before you lock, keeping it. Very simple messaging. Next we have window clings. The one on the left can't be co-branded, but the one on the right can be next parking lot signs. When we went to develop these, we started with the State of Florida and realized that a palm tree is not going to work in the northeast. So we have an oak tree. So you have the choice between a palm tree or an oak tree. These are parking lot signs. Everything that you're seeing could be done in Grayscale and printed so so that works. Next talking points we provide talking points that you can have and provide your stakeholders if they're ever called upon to be able to have the statistics in front of them, or some talking points next. And then this is real, important. This is the free children, hot cars, e-learning tool that we have at the at National Safety Council. It's 10 min, and you on the right. There's a QR. Code for the group admin options. So if I was like a childcare provider like I I talked I spoke about. I could be able to assign all of my employees to this group administrator option to be able to take this course annually and be able to track the progress. Next toolkits, you'll see that there are different toolkits that are going to be available that are available. Actually, they went up this morning. But there's an advocate childcare and hospital employer, retailer, corporate and indigenous communities next. And so here are all the websites that we have that you would be able to go on. The national resources are all going to be on the cpsboard.org website where the state and local resources are going to be on the safety connection and through safety connection is where you're going to have all the State task forces. Florida, Virginia, and Texas, and also Minnesota, is going to be added. The difference with Minnesota is that we're going to have this link. But this link is going to be directed directly to their Minnesota website. So each State doesn't necessarily have to have one of our web pages, but go on and check it out to be able to look at all the resources, the resources that I just showed you are in all the different toolkits. So we did the Toolkits. So someone who is a retailer can go on, say, Oh, retail! This is for me. They don't have to go through everything they can click it on and be able to get customizable emails, and everything that they need next. So this is the State Task Force guide that you can find on the cps.org website. This gives you some ideas, some suggestions to be able to starting a task force, to have it be an easy lift. In the State of Florida. I can tell you that the Secretariat helps tremendously by taking meeting minutes. We tape all of our our meetings, and then the meeting minutes are done and agreed upon in the next meeting, and we also to post them. So if you go into the Florida website, that link that you just got, you'll be able to see all of the meetings with our agendas and also to a video tape video of our meeting and also to the meeting minutes. And so this could be helpful and helping you make that decision. But know that we can customize this to make sure the lift is really easy, and that you have what you need, and I'm here to be able to support any States that would like to be able to start a task force next. So tomorrow, tomorrow's really exciting. So everyone get the phone out and click on this QR code. And it has a social media playbook which you can be able to use the social media post right out of so please. I know 77% said that. They are actively doing raising awareness, and we have the other percent. This makes it really easy and turnkey for you to send it out to your friends, your family, your colleagues and push it out there into the universe, because tomorrow is the 1st official day that we that we start. Unfortunately, we have one fatality, though so so far for May first.st But thank you very much. Next. here you go. You can email me@hotcarsatnsc.org and there's my information. I am here to be able to provide support. Please join the national stakeholders. Work group with us. And also, too, if you want to start a State Task force. Just send me an email. Thank you so much for having me.

\*\*Rebecca Spicer:\*\*  
Thanks, Alexis, for all of your hard work on this, and we are going to head into the question and answer section. If you haven't asked your question. You have a question. Go ahead and enter it into the the list there, so we'll just go ahead and get started. And I just these these are for Jan, probably. But Alexis may also want to chime in. There are some questions regarding data that are are related. Is there an interactive or live dashboard that can use the data people? Another person asked, if you can create a state profile or using the data or breakdown of circumstances in which the child was forgotten? Is there an interactive element to the dashboard?

\*\*Jan Null:\*\*  
Well, there's not a dashboard specifically, but there are. You know. There are all the cases going back to 1998 are available and noheatstroke.org in the by the numbers document I have, and it was one of the charts I showed. I think it was from figure 16. From the from the the by, the numbers which breaks down the circumstances by State. If any person, though you know, wants some a breakdown for their particular stake. State drop me a a note, and I can I? I can work work that data out out for you is probably the easiest way.

\*\*Rebecca Spicer:\*\*  
Great. Thank you. Another question for either of you. Many owners disable the reminder system, arguing that it is annoying. Is there any data correlating between vehicle deaths and the disabled reminder system. Do we have any data on that or information on that? I imagine it's a a numbers issue cause. They're still fairly rare, and to correlate the 2 might be difficult. But.

\*\*Jan Null:\*\*  
Yeah, it's the the sample size is is very small. Anecdotally. We've heard of a couple of cases where it was was disabled, but nothing, you know, that is, is documentable, that I would that I would certainly run with.

\*\*Rebecca Spicer:\*\*  
Okay. there were 2 questions. And I think some of this was covered in your presentations. But I just want to ask them again, because just for emphasis, what is your response to someone who sees a child or pet in a car in a parking lot? Do they call 911, and wait for help to arrive? Do they save the child or the pet? And then there was also a question, on What are the good Samaritan. What are the States that had good Samaritan laws.

\*\*Alexis Kagiliery:\*\*  
Great question. Rebecca, I. What we're saying is that people should look in their environment walking through a park. If they see a child or a pet in a vehicle. Stop. stop and look around, and then call 911. If they feel that it's in distress. But 9, 1. 1 will tell them what to do. What's the next steps to be able to do and what they they have to do. So that's what we're saying is that stop. take action and call. 9, 1, 1.

\*\*Jan Null:\*\*  
And as far as as the Good Samaritan laws, the the map that I showed. and I think everyone's going to have access to all those slides later as well as in no heatstroke.org has highlighted all the States that have the good Samaritan laws with links to those State State laws now going going back to you know good Samaritan acts even in States without the good Samaritan laws. In doing this now for over 20 years. I have yet to see anyone be prosecuted for rescuing a child.

\*\*Rebecca Spicer:\*\*  
All right, Jan real quickly. What reminder? What were the days of the week that it is believed that vehicle deaths are higher, due to individuals, possibly being more stressed.

\*\*Jan Null:\*\*  
So those those were Thursday and Friday. They were all almost equal numbers on on both.

\*\*Rebecca Spicer:\*\*  
Hmm, okay, next question from Wendy King. So I'm putting this out to everybody. Is anyone hearing any discussion about organizing a task force in North Carolina?

\*\*Alexis Kagiliery:\*\*  
I haven't yet. However, if if Wendy feels that this is something like to bring to North Carolina, it doesn't necessarily mean that she has to chair it, but she could be able to talk to her fellow stakeholders in the State and and give me a call, and we can. We can look at it and bring people together between a lot of folks that sit on the National work group and all, and that have the interest we could convene a group of stakeholders within North Carolina to see if that's feasible. But I haven't heard of one yet, but love to do it.

\*\*Rebecca Spicer:\*\*  
And and just a reminder. All the slides and contact information will be on the Internet. Underneath this web webinar information. Let's see, I think, Alexis, this was pertaining to all the resources that you were presenting. Can Cpsts access all these through our online accounts.

\*\*Alexis Kagiliery:\*\*  
You don't need an online account. The wonderful thing is is that you can go on cps board.org, which is the open site under heat stroke, and those are all the national. But then you could go on to the safety dot connection, slash connections which was given, and all of those. All this information is there, so they can go underneath the individual States and be able to pull all of the universal resources out, to be able to use it.

\*\*Rebecca Spicer:\*\*  
Great. Thank you. And are these posters available in Spanish to share with the Puerto Rican population.

\*\*Alexis Kagiliery:\*\*  
That's a great question, and that will be the next step that we need to look at. We just got everything done today to be ready to go for tomorrow, so that would be something that we were going to work towards.

\*\*Rebecca Spicer:\*\*  
All right, let's see. so the question from Susan, Pollack was wonder, if we can start to note in the data, if the child was left in the car because no child care, as last year work related death, and Mom was charged in France. And also, if child was in car because of homelessness. Oh, so essentially. She's asking if is there a way to identify in the data whether the child was left in the car because they just were homeless, and that they they had no childcare. It's just a place where they keep their kid.

\*\*Jan Null:\*\*  
There is, you know. Again, I know he struck.org associated with with each individual case is a link to a a media article. and those often have will have some some of that information in them. It we haven't started tracking that in a in a specific manner, and to go back. To do that for for previous times would be, would be, I think, an impossible task. But it's it's something that you know, whether we have the numbers or not. It Alexis was talking about especially addressing that like with the Florida group. That's 1 1 of their their priorities. So yeah. bottom line. We don't have the specific numbers, but it it needs to certainly be addressed with with advocacy.

\*\*Rebecca Spicer:\*\*  
okay, I think we have just a couple more time for a couple more. Questions, have any communities utilized messaging from local well-recognized auto dealers via TV ads. Likely each community has recognizable auto dealers that advertise. And it seems like a great collaboration for prevention messages via TV and online. Any knowledge of that sort of collaboration.

\*\*Jan Null:\*\*  
It's not something that I've seen, though when I was 1st doing my study I had approached a couple auto dealers about sampling data, you know, with black cars and white cars. You know that where they had all lined up out there, and nobody wanted to be associated with it.

\*\*Rebecca Spicer:\*\*  
Okay, and one final question, where can we find preventive material messaging for home visitors to provide to parents of children from birth to 2 year old. Alexis, do you think you got.

\*\*Alexis Kagiliery:\*\*  
Well, you could use the resources that were provided underneath the hospital toolkit. That's on the website. And there's an infographic that I showed you. There's 2 of them that you could use for home visitors. And if there's something that needs to be developed, please reach out to me because we're continually looking at what the need is. We are. We've set the foundation right now, and now it's time to build upon it. So we're open to recommendations.

\*\*Rebecca Spicer:\*\*  
Alright, so I will actually, we maybe have one time for one more. Question. let's see what do you say to caregivers to say that. Leave their child pet in the car, but leave the car running with the A/C. On. What do you say to caregivers who do that? They leave the A/C. On, but they leave the pet and child in the car.

\*\*Alexis Kagiliery:\*\*  
Unsupervised child and Pet is still as dangerous. Heat stroke hot cars is the top mechanism for fatalities, but also supervision is key, and it's never safe to leave a child or a pet in the car by themselves, especially if the engine is running.

\*\*Rebecca Spicer:\*\*  
Alright.

\*\*Alexis Kagiliery:\*\*  
That would be what I'd recommend.

\*\*Rebecca Spicer:\*\*  
All right. So I looks like, we've answered just about all the questions. and I think, now, is just a really good time to thank everybody for your participation. Alexis and Jan. Thank you so much for your your presentations. Please fill in our brief, webinar a brief evaluation, and you can go get the notes and the presentations online at childrensafetynetwork.org. And so I think this is where we'll say goodbye.