



# Quick Notes

from the Idaho Office of Highway Safety

September 3, 2013

Idaho Transportation Department - PO Box 7129 – Boise, ID 83707-1129 -- P: (208) 334-8100 F: (208) 334-4430 -- [www.itd.idaho.gov/ohs](http://www.itd.idaho.gov/ohs)

**Fatalities for 2013 = 131**

Hi Highway Safety Partners:

Research shows that seatbelts routinely save lives during car crashes. Idaho's seat belt law was enacted on July 1, 1986 as a secondary law, meaning enforcement can only come if a motorist is stopped for another traffic violation. The law was amended on July 1, 2003 to cover all seated positions. In 2003 the observed seat belt usage rate for Idaho was 72%. This rate peaked in 2006 at 80% and today it stands at 79%. In essence the seat belt usage rate in Idaho has remained flat for the past 10 years; not very impressive.

Recently the Office of Highway Safety invited a team of experts to do an assessment on Idaho's occupant protection (seat belt) program with the goal of looking for ways to improve the usage rate. Here are just some of the preliminary findings and suggestions from this assessment:

- Enhance Idaho's seat belt law to allow for primary enforcement.
- Enhance Idaho's seat belt law to include the imposition of a fine of not less than \$25 per unrestrained occupant.
- Enhance Idaho's child passenger safety law to require all children up to eight years of age, up to 65 pounds, and up to four feet, nine inches, tall to be secured in an age and size appropriate child restraint.
- Enhance Idaho's child passenger safety law by eliminating the exemption for nursing a child or attending to a child's physiological needs.
- Prohibit the transportation of children in the back of a pick-up truck or other open-bed vehicle.
- Develop and implement strategies to promote sustained enforcement between mobilizations among local law enforcement agencies.
- Use data driven approaches to deploy law enforcement to occupant protection priority areas.
- Use the *Click it or Ticket* (CIOT) message in Idaho to promote continuity of messaging so that all state traffic safety advocates speak with one voice.
- Install permanent seat belt messaging road signs statewide.
- Conduct periodic observational studies for child restraint use.
- Develop and implement occupant protection programs in all schools at all grade levels with the involvement of school resource officers, counselors, health teachers, and others.

Using a seat belt is the single most effective thing people can do to protect themselves in a crash. Research has shown that lap/shoulder seat belts, when used correctly, reduce the risk of fatal injury to front seat occupants (ages five and older) of passenger cars by 45 percent and the risk of moderate-to-critical injury by 50 percent. Furthermore, research on the effectiveness of child restraints has found them to reduce fatal injury by 71 percent for infants younger than one year old, and by 54 percent for children, one to four years old, in passenger cars.

I don't believe Idaho can be truly satisfied with the static seatbelt usage rate of the last 10 years. When individuals are asked how many fatalities are acceptable to their family unit, the answer is always zero. Idaho must be willing to take the next steps to embrace some of the recommendations from the assessment team. The Office of Highway Safety stands ready to be part of these efforts in order to move *Towards Zero Deaths*.

Brent Jennings, PE  
Highway Safety Manager  
[brent.jennings@itd.idaho.gov](mailto:brent.jennings@itd.idaho.gov)

## Youthful Driver Study

An Israeli study of 18 year old drivers revealed all participants made driving errors of speeding, inappropriate lane use, following too closely, one-handed driving or weaving. Soft rock had a calming effect on the driving, but “fast-paced styles like rap compromised safe driving ability.” Read more

[http://www.thecarconnection.com/news/1086410\\_anne-murray-is-the-jam-for-safer-teen-drivers-kanye-loses-again](http://www.thecarconnection.com/news/1086410_anne-murray-is-the-jam-for-safer-teen-drivers-kanye-loses-again)

## Car Seats and Booster Basics

There are so many car seat types and models, how do you know which one is right for your child? The right car seat or booster fits your child and your car, and is one you will use correctly every time you travel. Not only will your child ride as safely as possible, you will be establishing the foundation for a lifelong habit of seat belt use every time your child travels.



# Car Seat Recommendations for Children

- Select a car seat based on your child's age and size, and choose a seat that fits in your vehicle and use it every time.
- Always refer to your specific car seat manufacturer's instructions; read the vehicle owner's manual on how to install the car seat using the seat belt or LATCH system; and check height and weight limits.
- To maximize safety, keep your child in the car seat for as long as possible, as long as the child fits within the manufacturer's height and weight requirements.
- Keep your child in the back seat at least through age 12.

AGE



### Birth – 12 months

Your child under age 1 should always ride in a rear-facing car seat.

There are different types of rear-facing car seats: Infant-only seats can only be used rear-facing. Convertible and 3-in-1 car seats typically have higher height and weight limits for the rear-facing position, allowing you to keep your child rear-facing for a longer period of time.



### 1 – 3 years

Keep your child rear-facing as long as possible. It's the best way to keep him or her safe. Your child should remain in a rear-facing car seat until he or she reaches the top height or weight limit allowed by your car seat's manufacturer. Once your child outgrows the rear-facing car seat, your child is ready to travel in a forward-facing car seat with a harness.



### 4 – 7 years

Keep your child in a forward-facing car seat with a harness until he or she reaches the top height or weight limit allowed by your car seat's manufacturer. Once your child outgrows the forward-facing car seat with a harness, it's time to travel in a booster seat, but still in the back seat.



### 8 – 12 years

Keep your child in a booster seat until he or she is big enough to fit in a seat belt properly. For a seat belt to fit properly the lap belt must lie snugly across the upper thighs, not the stomach. The shoulder belt should lie snug across the shoulder and chest and not cross the neck or face. Remember: your child should still ride in the back seat because it's safer there.

## DESCRIPTION (RESTRAINT TYPE)



A **REAR-FACING CAR SEAT** is the best seat for your young child to use. It has a harness and in a crash, cradles and moves with your child to reduce the stress to the child's fragile neck and spinal cord.



A **FORWARD-FACING CAR SEAT** has a harness and tether that limits your child's forward movement during a crash.



A **BOOSTER SEAT** positions the seat belt so that it fits properly over the stronger parts of your child's body.



A **SEAT BELT** should lie across the upper thighs and be snug across the shoulder and chest to restrain the child safely in a crash. It should not rest on the stomach area or across the neck.



[www.facebook.com/childpassengersafety](http://www.facebook.com/childpassengersafety)



<http://twitter.com/childseatsafety>

March 21, 2011

## **Fighting Back Against Drugged Driving**

From: The White House Drug Policy Office

[[info@messages.whitehouse.gov](mailto:info@messages.whitehouse.gov)<<mailto:info@messages.whitehouse.gov>>]

Sent: Tuesday, August 27, 2013 10:03 AM

Dear Public Safety Partner,

Since 1982, the number of drunk driving deaths on our Nation's roadways has been cut in half—thanks to a coordinated effort led by community organizations like Mothers Against Drunk Driving (MADD) and law enforcement professionals like you.

While drunk driving continues to kill and injure thousands of people each year, we now face a different, equally potent threat on the roads: drugged driving. A survey from the National Highway Traffic Safety Administration (NHTSA) in 2007 found that approximately 1 in 8 drivers on weekend nights tested positive for illicit drugs. Further, 1 in 8 high school seniors responding to a survey funded by the National Institutes of Health reported driving after smoking marijuana within two weeks prior to the survey interview.

The ever-changing regulatory environment, combined with emerging data regarding the alarming prevalence of drugged driving, points to a widespread threat to road safety. But we aren't powerless to stop it.

Today, in conjunction with the NHTSA, we are announcing a training tool that will improve the ability of law enforcement officers to identify drugged driving. The online Advanced Roadside Impaired Driving Enforcement (ARIDE) program will train law enforcement professionals in how to observe, identify, and articulate the signs of impairment related to drugs, alcohol, or a combination of both. Developed by NHTSA with input from the International Association of Chiefs of Police, this tool will improve public safety by helping police identify the signs of drugged driving. Law Enforcement can take this course at no cost by registering through the [Transportation Safety Institute, TSI](#) (405) 954-3112.

ARIDE was created to bridge the gap between two existing training programs—the Standardized Field Sobriety Testing (SFST) and the Drug Evaluation and Classification (DEC) Drug Recognition Expert (DRE), both developed by NHTSA. ARIDE complements these programs by providing officers with general knowledge related to drug impairment and promoting the use of DREs in states with DEC programs.

The work you do every day promotes public safety; thank you for your service. Together, we can reduce drugged driving on America's roads and highways – and save lives.

Sincerely,

R. Gil Kerlikowske

Director

National Drug Control

*If you have policy questions about the course please refer them to Phil Gulak (202-366-2725) or Bill O'Leary (202-366-0543) at NHTSA.*

## Aggressive Drivers- Unmarked cars target speeders

LA Times: LAS VEGAS - It might be called the Vegas Itch. And for many drivers headed to Sin City from Southern California and the coast, the obvious scratch is to gun the engine down the long incline along Interstate 15 across the Nevada border and into Primm, with the lights of Las Vegas shimmering over the next other-colored mountain or two.

Along the 35 miles between Primm and the Strip, many vehicles are clocked at 100 mph or more. The average speed for vehicles pulled over is about 95 mph, 25 mph over the posted limit.

“Las Vegas is a 24-hour town, and many people just can’t wait to get there to start that nonstop vacation from life,” Nevada Highway Patrol spokesman and trooper Loy Hixson told the Los Angeles Times. “They’re chasing the overall rush. Once there, they don’t have to stop for anything.”

But Nevada troopers have a warning: If drivers break a speeding law, or even the slightest vehicle code, such as changing lanes without signaling, they will be stopped. And they will get a ticket.

It’s all part of the department’s Zero Tolerance program, which targets the stretch of I-15 from Primm to the Strip. Started in January, the aim of the crackdown was to change the way motorists drove the stretch.

And the tactic has been such a success, Hixson says, that troopers plan to continue it indefinitely.

The stretch from Barstow to Las Vegas has traditionally been a dangerous run, with multiple fatalities each year, because of high speeds and inattention. “On our side of the state line, we were up into the double-digits with fatalities every year,” Hixson told The Times. “We had to find a way to put a stop to that.”

And they have.

For the first six months of 2012, compared with the same period last year, injury accidents in the Nevada Zero Tolerance zone fell by more than half, Hixson said. Troopers gave out 8,000 citations for the period, compared with 6,000 in 2013.

So far this year, there has been just one fatal crash on the stretch, compared with four in 2012.

To blend in with traffic, troopers went to cars without light bars. On one shift, Hixson told The Times, he was in his car for three minutes before he saw someone fly past at more than 120 mph.

Hixson described the high-energy look of countless drivers who see a wide open road and a chance to speed: “You can almost see it in people’s eyes: There’s not a whole lot out there. ‘I got four lanes, I can increase my speed; I’m almost there.’ Now I think people are worrying that any car out there could be a trooper car.”

He said a team of nine troopers works the stretch, as many as four at a time. Recently, they stopped one driver near Primm for speeding and the motorist got a second speed citation before reaching Vegas.

“We hope this is sinking in,” Hixson said. “But remember this: If there is a violation, you are going to get stopped.”

## CALENDAR OF EVENTS

*If you would like to add an event to the calendar, please send an e-mail with the event details to [lisa.losness@itd.idaho.gov](mailto:lisa.losness@itd.idaho.gov)*

Date	Event Description, Location
<b>2013</b>	
Aug 25 – Sept 8	<b>Impaired Driving</b> - Statewide Traffic Enforcement Mobilization
Sept 7	<b>Alive at 25</b> , West End Fire Hall, <a href="http://www.idsafedriver.org">www.idsafedriver.org</a>
Sept 9	<b>Alive at 25</b> , Meridian Police Dept., <a href="http://www.idsafedriver.org">www.idsafedriver.org</a>
Sept 9	<b>Alive at 25</b> , Boise Police Dept., <a href="http://www.idsafedriver.org">www.idsafedriver.org</a>
Sept 11	<b>Alive at 25</b> , Nampa Police Dept., <a href="http://www.idsafedriver.org">www.idsafedriver.org</a>
Sept 14	<b>Alive at 25</b> , Boise Police Dept., <a href="http://www.idsafedriver.org">www.idsafedriver.org</a>
Sept 14	<b>Alive at 25</b> , Meridian Police Dept., <a href="http://www.idsafedriver.org">www.idsafedriver.org</a>
Sept 23	<b>Alive at 25</b> , Blackfoot City Hall, <a href="http://www.idsafedriver.org">www.idsafedriver.org</a>
Sept 23	<b>Alive at 25</b> , Meridian Police Dept., <a href="http://www.idsafedriver.org">www.idsafedriver.org</a>
Sept 24	<b>Alive at 25</b> , Orofino High School, <a href="http://www.idsafedriver.org">www.idsafedriver.org</a>
Sept 28	<b>Alive at 25</b> , Gem County Emergency Services, <a href="http://www.idsafedriver.org">www.idsafedriver.org</a>
Dec 3	<b>Alive at 25</b> , Orofino High School, <a href="http://www.idsafedriver.org">www.idsafedriver.org</a>

**Quick Reference Guide** – click on the topic to go directly to website.

[OHS](#), Office of Highway Safety

[ITD](#), Idaho Transportation Department

[NHTSA](#), National Highway Traffic Safety Administration

[FHWA](#), Federal Highway Administration

[2011 Idaho Crash Report](#)

Program Area	Idaho State Links	Federal Links
Impaired Driving		<a href="http://www.nhtsa.gov/Impaired">http://www.nhtsa.gov/Impaired</a>
Distracted Driving	<a href="http://www.itd.idaho.gov/ohs/DistractedDriving.htm">http://www.itd.idaho.gov/ohs/DistractedDriving.htm</a>	<a href="http://distraction.gov/">http://distraction.gov/</a>
Teen Drivers	<a href="http://www.idahoteendriving.org/">http://www.idahoteendriving.org/</a>	<a href="http://www.nhtsa.gov/Teen-Drivers">http://www.nhtsa.gov/Teen-Drivers</a>
Bike & Pedestrian Safety	<a href="http://www.itd.idaho.gov/bike_ped/index_new2.htm">http://www.itd.idaho.gov/bike_ped/index_new2.htm</a>	<a href="http://www.nhtsa.gov/Pedestrians">http://www.nhtsa.gov/Pedestrians</a> <a href="http://www.nhtsa.gov/Bicycles">http://www.nhtsa.gov/Bicycles</a>
Seat Belt Safety	<a href="http://www.itd.idaho.gov/ohs/ClickIt/ClickIt2.htm">http://www.itd.idaho.gov/ohs/ClickIt/ClickIt2.htm</a>	<a href="http://www.nhtsa.gov/Driving+Safety/Occupant+Protection">http://www.nhtsa.gov/Driving+Safety/Occupant+Protection</a>
Child Passenger Safety	<a href="http://www.itd.idaho.gov/ohs/ChildSafety/index.html">http://www.itd.idaho.gov/ohs/ChildSafety/index.html</a>	<a href="http://www.nhtsa.gov/Safety/CPS">http://www.nhtsa.gov/Safety/CPS</a>
Aggressive Driving	<a href="http://itd.idaho.gov/ohs/Aggressive.htm">http://itd.idaho.gov/ohs/Aggressive.htm</a>	<a href="http://www.nhtsa.gov/Aggressive">http://www.nhtsa.gov/Aggressive</a>
Motorcycles	<a href="http://www.idahostar.org">www.idahostar.org</a>	<a href="http://www.nhtsa.gov/Safety/Motorcycles">http://www.nhtsa.gov/Safety/Motorcycles</a>
Senior/Mature Drivers		<a href="http://www.nhtsa.gov/Senior-Drivers">http://www.nhtsa.gov/Senior-Drivers</a>
Lane Departure	<a href="http://itd.idaho.gov/info/home_articles/safety_plan.htm">http://itd.idaho.gov/info/home_articles/safety_plan.htm</a>	<a href="http://safety.fhwa.dot.gov/roadway_dept">http://safety.fhwa.dot.gov/roadway_dept</a>