



# Quick Notes

from the Idaho Office of Highway Safety

July 15, 2013

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**Fatalities for 2013 = 93**

Hi Highway Safety Partners:

The future looks bright and youth will lead the way! The Teen Road Safety Advocates™ (TeenRSA) Program is a national initiative that is aimed at empowering youth to take a leadership role in improving roadway safety. It is designed for high school students that want to be engaged in significantly reducing deaths and serious injuries on our roadways, but most particularly those that may occur in the area where they live and go to school. The program also brings focus to an aspect of safety that many students do not always think of – the roadway. In this way, it complements and builds on other road safety programs that emphasize appropriate driver behavior.

The TeenRSA Program is built around a “Teen Roadway Safety Assessment” in which an “on-the-ground” review is conducted by a youth-led team at a section of roadway or intersection near the student’s school or in their community. This may be a roadway location where the students believe there is a problem, or one they want to evaluate to see if improvements could be made. As part of this program, a handbook has been developed that prompts the students to look at different roadway features and record their observations. Through this process, students not only learn more about the roadway environment, but also about *how drivers and other road users behave* in those areas. Based on their observations, the students collectively identify potential problems and develop their ideas for improvements. Finally, the teams are encouraged to take an active role in sharing their findings and advocating for improvements.

A key to the success of this program is building a partnership with local transportation professionals and school officials. The Idaho Transportation Department’s Office of Highway Safety supports this valuable program, and in fact a TeenRSA Program will be taking place in Meridian. This is made possible with the partnerships with the City of Meridian and the National Organizations for Youth Safety or NOYS. If you would like to discuss the possibility of having a TeenRSA program in your Idaho community, please contact me at 208-334-8557 or [brent.jennings@itd.idaho.gov](mailto:brent.jennings@itd.idaho.gov). The youth energy level for highway safety is great as we all work *Toward Zero Deaths*.

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## ***NEW* Online claim submission for Traffic Enforcement Mobilizations**

Beginning October 1, 2014, all paperwork for the Traffic Enforcement Mobilization program will be submitted and processed online. As the Office of Highway Safety gears up for the kick-off of the online program, the Grant Contracts Officers will travel around the state to offering workshops. The Office of Highway Safety highly recommends that agencies which intend to participate in the 2014 Traffic Enforcement Mobilization program have attendees at a workshop.

The online process will include signing up for the program through the submission of the Memorandum of Understanding, keeping track of funds earned through the equipment incentive program, submitting claims, mobilization award fund tracking and survey result submissions.

By creating the online program, the intention is to streamline the process which in turn will shorten the turn-around time for claims processing. Stay tuned for a workshop schedule.

### ***Data on Deadly Summer Driving Season Announced***

To kick off Global Youth Traffic Safety Month (GYTSM), youth from across the country rallied today with National Organizations for Youth Safety® (NOYS), federal government leaders, global partners including the Nelson Mandela family, and corporate representatives to address road and traffic safety issues to help put an end to motor vehicle crashes – the leading cause of death for teens and to celebrate the efforts of leaders working with teens to address this national crisis.

GYTSM brings attention to the issue of teen safe driving as we face the high-risk summer driving months. According to data from the National Highway Traffic Safety Administration (NHTSA), Memorial Day is the start of the deadliest time of year on the roads for teens. The following new 2011 NHTSA statistics confirm this statement and help shed some light on the issue:

- July 23 and July 30, 2011 (both Saturdays) tied for the deadliest days in 2011 for young people ages 15-20 on our nation's highways (25 motor vehicle deaths on each of those dates);
- In 2011, 60 percent of 15-20 year-old passenger vehicle occupants who died in motor vehicle crashes were NOT wearing a seatbelt;
- In 2011, for 21 percent of the fatalities in crashes involving a driver age 15 to 20, the young (age 15 to 20 years-old) driver had a Blood Alcohol Content of .08 or higher;
- Over 1,200 people were killed in 2011 in crashes involving underage drinking and driving.

"We all share a responsibility to help keep our youngest and most inexperienced drivers safe when they get behind the wheel," said U.S. Secretary of Transportation Ray LaHood. "Global Youth Traffic Safety Month is an opportunity to raise awareness about the importance of good driving habits as we enter the summer months, and I thank all of the youth leaders across the country who are making an effort to improve road safety in their communities."

"Now is the time to do more, not less, to tackle this public health epidemic that results in more than 3,500 teen lives lost each year," said Sandy Spavone, executive director of NOYS. A recent report by the Governors Highway Safety Association showed that more 16 and 17 year-old drivers died on our nation's roadways in the first six months of 2012 than the first six months of 2011. "Over 1,000 youth ages 15-20 die in traffic crashes during the summer season as compared to an average of 800 teen deaths during the non-summer seasons. We therefore must renew our commitment to their safety and help them be safe on our roadways."

Overall, U.S. traffic fatality numbers for 2012, released just last week, show an increase of 5.3 percent from the previous year, reversing several years of annual declines. A total of 1,713 more people were killed in traffic crashes in 2012 than in 2011 with a total of 34,080 lives lost, according to NHTSA data. The fatality rate, which is the number of deaths per 100 million vehicle miles traveled, also rose - from 1.10 to 1.16. While total vehicle miles traveled in 2012 increased by 9.1 billion (a .3 percent increase), fatalities increased at a much greater rate of 5.3 percent.

## 2011 Overview Traffic Safety Fact

Motor vehicle travel is the primary means of transportation in the United States, providing an unprecedented degree of mobility. Yet for all its advantages, motor vehicle crashes are the leading cause of death for age 4 and every age 11 through 27 (based on 2009 data). This fact sheet contains an overview of FARS/GES data including, but not limited to, alcohol, occupants, restraint use, driver's involved, speeding involvement, motorcycles, large trucks, passenger vehicles, older and younger population data, children pedestrians, pedalcyclists and much more are available in this fact sheet. <http://www-nrd.nhtsa.dot.gov/Pubs/811753.PDF> (DOT HS 811 753)

## Crashes involving cell phones: Challenges of collecting and reporting reliable crash data

We know that cell phone-related car crashes deaths are a problem. We just don't know how big the problem is. National Safety Council (NSC) partnered with [Nationwide Insurance](#) to produce a [white paper](#), which shows how the number of fatal car crashes due to cell phone use may be drastically under-reported. The reasons for the data gap include reluctance of drivers to admit cell phone use and the absence of breathalyzer-like tests for cell phone use behind the wheel. Read [the report](#) and take a look at the findings.

## \$5,000 Safe Driving Scholarship

### Deadline: August 2

When you text while driving at 55 mph, your eyes go off the road for the length of an entire football field. Tell your friends about the dangers of texting and driving to enter to win a \$5,000 scholarship. After entering, we'll send you a free pair of "thumb socks" - a physical reminder to stop texting and driving. Send us a picture of you with your thumb socks and you'll double your chance of winning the \$5,000 scholarship. [Get started today](#) [www.thumbwars.org](http://www.thumbwars.org)

## Speeding Remains a Problem for Teen Drivers

GHSA recently issued a new report underlining the significance of speeding as a cause of teen driver crashes. In 2011, speeding contributed to nearly 33 percent of all fatal teen crashes, up from 30 percent in 2000. The trend is even more troubling considering that total fatalities of teen drivers has decreased tremendously. The report, funded by State Farm®, was conducted by auto-safety expert Dr. Susan Ferguson.

Although speeding remains a primary cause of many teen crashes, it is not given the same level of recognition as drunk driving and other dangerous behaviors. Ferguson surmises that this could be due to the general acceptance of speeding in society among drivers of all ages. Recent increases in the speed limit only exacerbate the acceptance of speeding. "Unless speeding is recognized as a dangerous behavior, much the same as drunk driving, addressing it will be difficult," Dr. Ferguson maintains.

## Colorado Sets Marijuana-Impaired Driving Limits

*GHSA Washington Update, July 2013*

Colorado Governor John Hickenlooper recently signed legislation that sets the blood limit for driving while under the influence of marijuana. Effective May 28, those whose blood level of THC (tetrahydrocannabinol) – the psychoactive ingredient in marijuana – measures 5 nanograms per milliliter or higher can be arrested for driving under the influence.

While there is still no clear consensus on how much THC constitutes impairment, Colorado's recent passage of a law permitting medical marijuana use prompted state lawmakers to set a specific THC limit to maximize public safety on the state's roadways.

Unlike drunk driving BAC limits, the Colorado THC limit provides some wiggle room for drivers who are arrested. Defendants will be allowed to present evidence that they were not too impaired driving even if their THC level was above the 5 nanogram limit.

More law enforcement officers in Colorado will be trained in drug recognition, although a spokesman for the Colorado State Patrol expected that the law would not have a significant effect on the method police use to handle stops. While

other states have enacted zero-tolerance laws, where any detectable amount of THC in the blood is against the law, few have set specific limits. Last December, Washington State, which has also legalized medical marijuana use, established the same THC limit as Colorado.

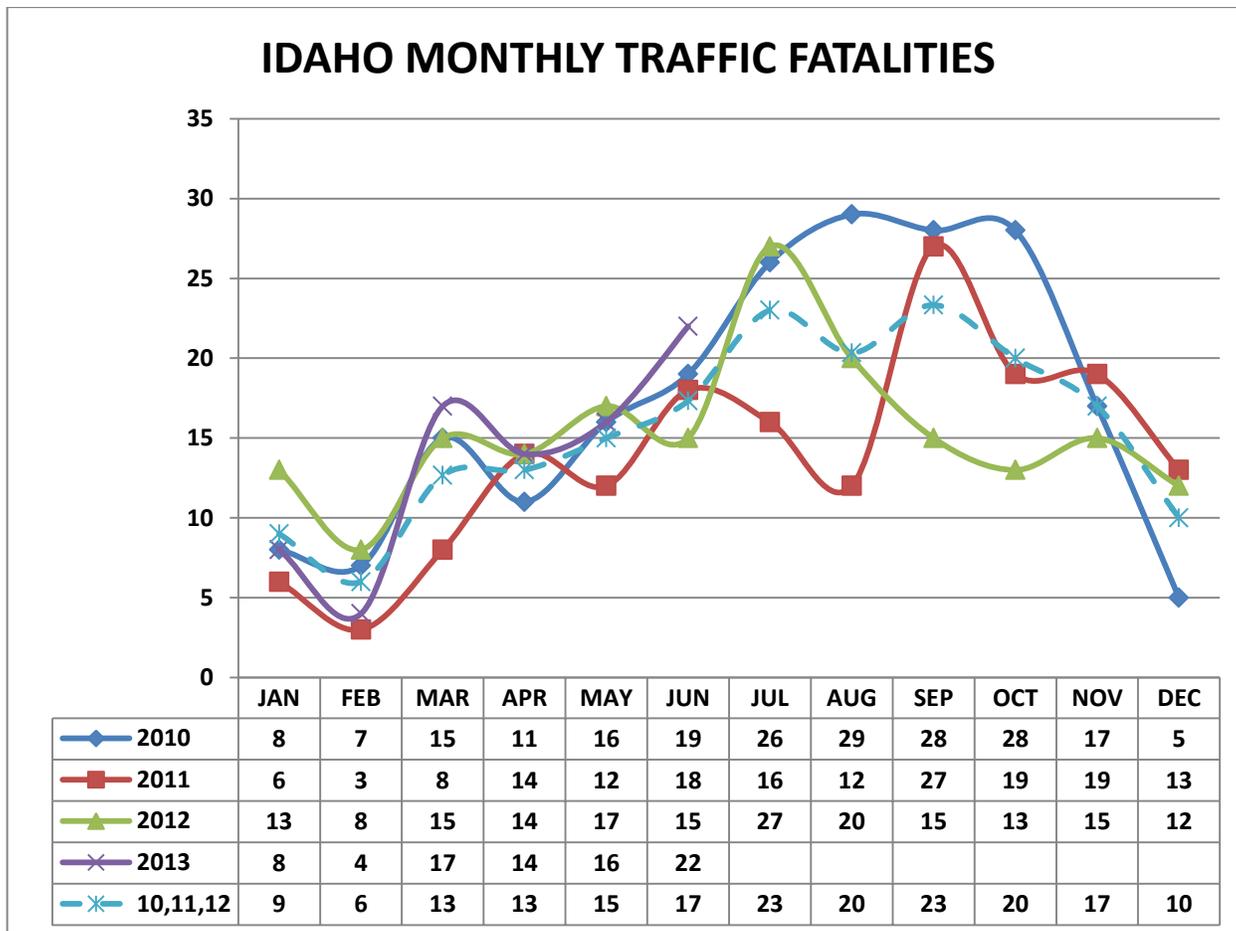
## NHTSA Issues Seat Belt Safety Publications

NHTSA recently published several new documents dealing with the issue of adult occupant protection. The May 2013 issue of *Safety in Numbers* includes several infographics and charts, as well as concrete suggestions on how to get more people to buckle up. *Download the report at [www.nhtsa.gov/staticfiles/numbers/SafetyinNumbers\\_Nletter102\\_811775.pdf](http://www.nhtsa.gov/staticfiles/numbers/SafetyinNumbers_Nletter102_811775.pdf).*

In conjunction with the tenth anniversary of *Click It or Ticket*, NHTSA has issued several campaign evaluations. Key findings include additional evidence that states with primary enforcement laws have much higher seat belt usage rates than states with secondary laws. *The most recent years' Click It or Ticket evaluations are at [www.nhtsa.gov/staticfiles/nti/pdf/811778.pdf](http://www.nhtsa.gov/staticfiles/nti/pdf/811778.pdf) (2010) and [www.nhtsa.gov/staticfiles/nti/pdf/811779.pdf](http://www.nhtsa.gov/staticfiles/nti/pdf/811779.pdf) (2011).*

Finally, NHTSA has also published the results of a study analyzing traffic safety violations among immigrant groups in Florida and Tennessee. The study reveals that natural-born citizens and longtime residents received more traffic violations for speeding, seat belt, and failure to obey traffic signs or signal violations than drivers with a more recent residency status. *Find the complete report here: [www.nhtsa.gov/staticfiles/nti/pdf/811761.pdf](http://www.nhtsa.gov/staticfiles/nti/pdf/811761.pdf).*

## Monthly Traffic Fatalities



## 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>	
July 19 – Aug 4	<b>Aggressive Driving</b> – Statewide Traffic Enforcement Mobilization
July 30	<b>Alive at 25</b> , Orofino High School, <a href="http://www.idsafedriver.org">www.idsafedriver.org</a>
Aug 7-12	<b>Bicycle/Pedestrian</b> – Statewide Traffic Enforcement Mobilization
Aug 25 – Sept 8	<b>Impaired Driving</b> - Statewide Traffic Enforcement Mobilization
Sept 24	<b>Alive at 25</b> , Orofino High School, <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>