



Highway Safety Summit  
April 14-15, 2014  
Boise

# Quick Notes

From the Idaho Office of Highway Safety

January 6, 2014

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 2014 = 0**

Hi Highway Safety Partners:

We all have places to go and I don't know about you, but sometimes I find myself running a bit late. As a result, the impulse to drive faster takes over and I find myself starting to speed.

Recently the National Highway Traffic Safety Administration (NHTSA) released a *National Survey of Speeding Attitudes and Behavior* in which nearly half of drivers surveyed say speeding is a problem on our nation's roads, and one in five drivers surveyed admitted, "I try to get where I am going as fast as I can." Speeding-related deaths nationwide account for nearly a third of all traffic fatalities each year, taking close to 10,000 lives.

The survey results show a broad range of perspectives among drivers. The majority of drivers, about four out of five, believed driving at or near the speed limit makes it easier to avoid dangerous situations and reduces the chances of a crash. An overwhelming majority, 91 percent, agreed with the statement that "everyone should obey the speed limits because it's the law." Almost half of all drivers, 48 percent, said that it was very important that something needs to be done to reduce speeding on U.S. roads.

However, despite acknowledging the safety benefits of speed limits and reasons drivers should follow them, more than a quarter of those surveyed admitted "speeding is something I do without thinking" and "I enjoy the feeling of driving fast." Further, sixteen percent felt that "driving over the speed limit is not dangerous for skilled drivers."

Of those surveyed, male drivers admitted to speeding more compared to females based on responses to behavior questions. Also, drivers with the least experience behind the wheel, 16-20 years old, admitted to speeding more frequently than any other age group. More than one in ten, 11 percent, of drivers age 16 to 20 reported at least one speeding-related crash in the past five years, compared to 4 percent for the population as a whole. The percentage of drivers in speeding-related crashes in this age group is greater than in any other age group, even though these young drivers may not have been driving for all of the past five years.

To encourage safe driving practices among teens, Idaho continues to expand the *Alive at 25* program. Parents can also play a significant role in the culture of safe driving by discussing five critical driving practices with their teenage drivers. These driving practices are: No speeding, no cell phone use or texting while driving; no extra passengers; no alcohol, and; no driving or riding without a seat belt.

The Idaho Office of Highway Safety works closely with our highway safety partners on all aspects of traffic safety including speed management. This includes encouraging the proper establishment of speed limits, establishing speeding policies, enforcing laws and increasing public awareness through education of the risks of excessive speed.

We all have places we need to go and a schedule to keep, but it's never the right decision to put ourselves, our families and others in harm's way to get there faster.

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

## Request for Proposals for FFY 2015 Highway Safety Grants



The Idaho Transportation Department, Office of Highway Safety invites you to apply for federal fiscal year (FFY) 2015 highway safety grants. Highway safety grants give your agency an opportunity to make a significant impact in your community by eliminating death, serious injuries, and economic costs of traffic crashes for the public. The grant program is intended to support the goals and strategies found in Idaho's Strategic Highway Safety Plan and move Idaho toward our long term goal of "Toward Zero Deaths, Every Life Counts."

This application process is for year-long grants and is not the same as the Traffic Enforcement Mobilization request process. **For an electronic version of the forms visit our website at <http://itd.idaho.gov/ohs/programs.htm>.** Following are some details about this grant request process:

- Funding is available to all state, local governmental agencies, and non-profit organizations for projects designed to eliminate traffic deaths and serious injuries.
- All grants require a minimum 25 percent agency match.
- Funding may be used for education, enforcement, and emergency response.
- Funding may also be used to develop a comprehensive traffic safety program. Examples might include programs addressing safety restraint use, aggressive driving, impaired driving, distracted driving, and other problems identified in the attached *Highway Safety Grant Request for Proposal*.
- All grants require timely and accurate reporting. Lack of adequate reporting will prevent reimbursement and may jeopardize future funding opportunities.
- Funding availability may begin on October 1, 2013 depending on receipt of federal funding and contract completion.

**The Letter of Intent submitted by your agency must be postmarked, e-mailed or faxed no later than 11:59pm (before midnight) Thursday, January 31, 2014. Send e-mailed submissions to [ohsgrants@itd.idaho.gov](mailto:ohsgrants@itd.idaho.gov) or fax to (208) 334-4430.**

If you have any questions or need assistance completing the forms, please contact the Office of Highway Safety at (208) 334-8100.

## Law Enforcement Fatalities Dip To Lowest Level In Six Decades

Traffic-related fatalities were the leading cause of officer fatalities in 2013

According to preliminary data compiled by the National Law Enforcement Officers Memorial Fund, 111 law enforcement officers died in the line of duty in 2013, an eight percent decrease from 2012, when 121 officers were killed. This was the fewest number of fatalities for the law enforcement profession since 1959 when 110 officers died.

Traffic-related fatalities were the leading cause of officer fatalities in 2013, killing 46 officers. Thirty-one officers were killed in automobile crashes, 11 officers were struck and killed outside their vehicle and four officers were killed in motorcycle crashes. Traffic-related fatalities decreased four percent from 2012 when 48 officers were killed.

Firearms-related fatalities were the second leading cause of death among our nation's law enforcement officers in 2013. Firearms-related fatalities accounted for 33 deaths, decreasing 33 percent from 2012 when 49 officers

were killed. Ambush attacks were once again the leading circumstance of fatal shootings in 2013, with seven officers killed.

Officer fatalities unrelated to firearms or traffic saw a 33 percent increase in 2013. Thirty-two officers died of other causes in 2013 compared to 24 in 2012. Job-related illnesses, such as heart attacks, increased substantially in 2013 with 18 officer deaths compared to eight officers in 2012.

Available at: <http://www.policeone.com/patrol-issues/articles/6702607-2013-in-Review-Law-enforcement-fatalities-dip-to-lowest-level-in-six-decades/>

## **Driver Education Conference in Boise May 2-3, 2014**

Instructors will be provided with important tools they can use to positively promote traffic safety. Learn techniques and methods for teaching and assessing habit formation of student's performance. Participants will exchange ideas and discuss current student centered activities in driver education. Develop lines of communications to increase parental involvement in their teen's driver education. Strengthen your classroom activities and delivery through teen impact driver program and technology in your classroom.

Dynamic speakers will address the latest national trends in traffic safety to help increase your effectiveness and understanding of the issues surrounding driver education. Together we will save lives and reduce serious injuries within your own community. To register visit <http://www.eventbrite.com/event/8613486169/rss>

## **U.S. Department of Transportation Extends Cooperative Research Program with Automotive Industry to Cut Drunk Driving on U.S. Roads**



The U.S. Department of Transportation's National Highway Traffic Safety Administration announced a five-year extension of its cooperative agreement with the Automotive Coalition for Traffic Safety (ACTS), comprised of 15 automakers, to continue researching advanced alcohol detection technology that could prevent vehicles from being driven by a drunk driver. Under the partnership, NHTSA is working with ACTS to develop a Driver Alcohol Detection System for Safety (DADSS, ), a noninvasive system that could accurately and reliably detect when a driver is above the legal alcohol limit of 0.08 BAC adopted by all 50 States and territories. The automatic system would be enabled every time the car is started, but

unobtrusive so it would not pose an inconvenience to the non-intoxicated driver. For more information, visit [nhtsa.gov](http://nhtsa.gov)

**Distracted Driving: Study shows cell phone dialing/texting dangerous. Talking? Less so.**

A sophisticated, real-world study confirms that dialing, texting or reaching for a cellphone while driving raises the risk of a crash or near-miss, especially for younger drivers. But the research also produced a surprise: Simply talking on the phone did not prove dangerous, as it has in other studies. Learn more:

<http://www.cbsnews.com/news/distracted-driving-study-cell-phone-dialing-texting-dangerous-talking-less-so/>



**Aggressive Driving: New State Farm® survey reveals an uptick in aggressive driving around the winter holidays.**

Will you be Naughty or Nice behind the wheel this holiday season? State Farm and KRC Research conducted an online survey of 1,000 U.S drivers over 18 years old and learned there's room for improvement. According to the survey nearly two out of three (64 percent) U.S. drivers have experienced an act of aggressive driving six times or more in the past three months from another driver.

With a large number of drivers affected by aggressive driving already, the new survey revealed nearly a third of drivers say their likelihood to engage in aggressive driving increases during the winter holidays.

Learn more: <http://www.newswise.com/articles/are-drivers-naughty-or-nice>

**Bike and Pedestrian Safety: Walking and biking under the influence carry dangers, too.**

The proportion of fatally injured pedestrians and bicyclists who were impaired by alcohol has changed little in recent decades. Pedestrians and bicyclists killed in nighttime crashes are more likely to be impaired than those who die in daytime crashes. Learn more:

<http://www.iihs.org/iihs/sr/statusreport/article/48/10/2>



## **NHTSA Announces Final Rule Requiring Seat Belts on Motorcoaches**

NHTSA 34-13

Wednesday, November 20, 2013

Contact: Nathan Naylor, 202-366-9550, [Public.Affairs@dot.gov](mailto:Public.Affairs@dot.gov)

WASHINGTON – The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) today issued a final rule requiring lap and shoulder seat belts for each passenger and driver seat on new motorcoaches and other large buses. This new rule enhances the safety of these vehicles by significantly reducing the risk of fatalities and serious injuries in frontal crashes and the risk of occupant ejection in rollovers.

"Safety is our highest priority and we are committed to reducing the number of deaths and injuries on our roadways," said U.S. Transportation Secretary Anthony Foxx. "Today's rule is a significant step forward in our efforts to improve motorcoach safety."

On average, 21 motorcoach and large bus occupants are killed and 7,934 are injured annually in motor vehicle crashes, according to NHTSA data. Requiring seat belts could reduce fatalities by up to 44 percent and reduce the number of moderate to severe injuries by up to 45 percent.

"While travel on motorcoaches is overall a safe form of transportation, when accidents do occur, there is the potential for a greater number of deaths and serious injuries due to the number of occupants and high speeds at which the vehicles are traveling," said NHTSA Administrator David Strickland. "Adding seat belts to motorcoaches increases safety for all passengers and drivers, especially in the event of a rollover crash."

**"Buckling up is the most effective way to prevent deaths and injuries in all vehicular crashes, including motorcoaches,"** said Federal Motor Carrier Safety Administrator Anne S. Ferro (*emphasis added*). "Requiring seat belts in new models is another strong step we are taking to reach an even higher level of safety for bus passengers."

The final rule, which amends Federal Motor Vehicle Safety Standard 208, applies to new over-the-road buses and to other types of new buses with a gross vehicle weight rating (GVWR) greater than 11,793 kilograms (26,000 pounds), except transit buses and school buses. This final rule fulfills a mandate from the Moving Ahead for Progress in the 21st Century Act (MAP-21). Beginning in November 2016, newly manufactured buses will be required to be equipped with lap and shoulder belts for each driver and passenger seat.

Several companies have already begun voluntarily purchasing buses that include seat belts and the Department will continue encouraging the industry to speed the adoption of lap and shoulder seat belts prior to the mandatory deadline. In addition, the Department will continue moving forward with other initiatives to improve motorcoach safety as outlined in the Motorcoach Safety Action Plan.

- Read the [final rule](#)
- Read the Department's [Motorcoach Safety Action Plan](#)

Source: NHTSA. (2013). *NHTSA announces final rule requiring seat belts on motorcoaches*. Retrieved 1/3/2014 <http://www.nhtsa.gov/About+NHTSA/Press+Releases/NHTSA+Announces+Final+Rule+Requiring+Seat+Belts+on+Motorcoaches>

## 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>2014</b>	
Jan 11	<b>Alive at 25</b> , Rexburg Police Dept. <a href="http://www.idsafedriver.org">www.idsafedriver.org</a>
Jan 18	<b>Alive at 25</b> , Elmore County Sheriff/Marina Bldg. <a href="http://www.idsafedriver.org">www.idsafedriver.org</a>
Jan 19	<b>Alive at 25</b> , Gem State Academy <a href="http://www.idsafedriver.org">www.idsafedriver.org</a>
Jan 23	<b>Alive at 25</b> , Caldwell Police Dept. <a href="http://www.idsafedriver.org">www.idsafedriver.org</a>
Feb 21	<b>Alive at 25</b> , Pocatello Police Substation <a href="http://www.idsafedriver.org">www.idsafedriver.org</a>
Feb 27	<b>Alive at 25</b> , Caldwell Police Dept. <a href="http://www.idsafedriver.org">www.idsafedriver.org</a>
<b>March 15-22</b>	<b>IMPAIRED DRIVING MOBILIZATION</b>
Mar 27	<b>Alive at 25</b> , Caldwell Police Dept. <a href="http://www.idsafedriver.org">www.idsafedriver.org</a>
<b>April 11-28</b>	<b>AGGRESSIVE DRIVING/SEAT BELT MOBILIZATION</b>
<b>April 14-15</b>	<b>Idaho Highway Safety Summit – Boise ID</b>
Apr 19	<b>Alive at 25</b> , Pocatello Police Substation <a href="http://www.idsafedriver.org">www.idsafedriver.org</a>
<b>May 1-15</b>	<b>IMPAIRED/AGGRESSIVE DRIVING MOBILIZATION</b>
Jun 20	<b>Alive at 25</b> , Pocatello Police Substation <a href="http://www.idsafedriver.org">www.idsafedriver.org</a>
Sep 20	<b>Alive at 25</b> , Pocatello Police Substation <a href="http://www.idsafedriver.org">www.idsafedriver.org</a>
Nov 21	<b>Alive at 25</b> , Pocatello Police Substation <a href="http://www.idsafedriver.org">www.idsafedriver.org</a>

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

Idaho Office of Highway Safety Facebook page: [www.facebook.com/IDOHS](http://www.facebook.com/IDOHS)



[OHS](#), Office of Highway Safety  
[ITD](#), Idaho Transportation Department  
[NHTSA](#), National Highway Traffic Safety Administration  
[FHWA](#), Federal Highway Administration  
[2012 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>