



Highway Safety Summit
April 14-15, 2014
Boise

Quick Notes

From the Idaho Office of Highway Safety

February 18, 2014

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

Fatalities for 2014 = 14

Hi Highway Safety Partners:

On February 19, 2014 a panel of individuals will meet with the Idaho Transportation Board to present and discuss impaired driving in Idaho. The Office of Highway Safety is very grateful to have this opportunity to present on this topic and also grateful to the panel members participating.

Impaired driving in Idaho continues to be a significant highway safety problem. Fatalities resulting from impaired driving crashes increased in 2012 by 11 percent. It is demonstrated that impaired driving contributed to 40 percent of all fatalities in 2012, which is consistent with most other recent years. Last year, of the 73 persons killed in impaired driving crashes, 92 percent were either the impaired driver, a person riding with an impaired driver, and impaired bicyclist, or an impaired pedestrian.

An impaired driving crash is identified by information provided on the police crash report. A law enforcement officer determines whether the driver was alcohol or drug impaired or whether alcohol or drugs contributed to the crash. Drivers, ages 17 to 39, are over-represented in impaired driving crashes. Drivers, ages 19 to 23 year-old, are the most over-represented ages. They are involved in more than twice as many impaired driving crashes as you would expect them to be. Nearly 13% of the impaired drivers involved in crashes were under 21 years of age. This demonstrates the critical nature of crash reporting and why it is extremely valuable. Thank you law enforcement safety partners for your efforts on the crash reports.

The estimated cost of Idaho impaired driving crashes in 2012 was more than \$605 million dollars. This estimate represents more than 26% of the total cost of Idaho crashes. In order to combat the impacts of impaired driving, Idaho has declared 2014 as the year for combating impaired driving. Idaho has completed an assessment of the impaired driving problem and has formed an Impaired Driving Task Force to formulate and implement strategies for eliminating death and serious injury associated with impaired driving.

The panel before the ITD Board is:

- Elmore County Magistrate Judge George Hicks (Impaired Driving Task Force Chairman)
- Jared Olson (Traffic Safety Resource Prosecutor)
- Sgt. Dean Matlock (Idaho State Police Drug Recognition Expert)
- Jay Otto (Research Scientist – Montana State University)
- Brent Jennings (Highway Safety Manager – ITD Office of Highway Safety)
- Mary Burke (Impaired Driving Program Manager – ITD Office of Highway Safety)

The opportunity to provide information to key executive decision makers is of great value as we continue to work *Toward Zero Deaths* in Idaho.

Brent Jennings
Highway Safety Manager
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Seat Belt Use in 2013 – Overall Nationwide Results

January 2014 USDOT NHTSA Research Note DOT HS 811 875

Seat belt use in 2013 reached 87 percent, statistically unchanged from 86 percent in 2012. This result is from the National Occupant Protection Use Survey (NOPUS), which is the only survey that provides nationwide probability-based observed data on seat belt use in the United States. The NOPUS is conducted annually by the National Center for Statistics and Analysis of the National Highway Traffic Safety Administration.

Seat belt use has shown an increasing trend since 1995, accompanied by a steady decline in the percentage of unrestrained passenger vehicle (PV) occupant fatalities during daytime. Unlike the national average, Idaho's seat belt usage has remained flat between 77% and 79% for the last ten years. Idaho has much to do!

For a full summary of the report click on the following link: <http://www-nrd.nhtsa.dot.gov/Pubs/811875.pdf>

IACP Releases Technology Policy Framework As Guide for New and Emerging Technologies

International Association of Chiefs of Police Technology Policy Framework Technology plays an increasingly important role in the daily work of officers in the field, equipping them with enforcement and investigative tools that make them safer, better informed, and more effective and efficient. When properly deployed and managed, these technologies create new opportunities to enhance public safety. Many communities around the nation, however, have or are considering limiting or rejecting the use of some of these technologies, including automated license plate readers, unmanned aerial systems, and video surveillance systems. Privacy advocates, elected officials, and members of the public have raised important questions about how and under what circumstances many of these technologies are deployed and about the retention, use, and sharing of the data that is gathered.

We have heard from our members and understand the need to provide guidance to the field regarding the creation and enforcement of policies that govern planning, implementation, training, deployment, use, and management of these technologies and the information they provide.

As a result, the IACP releases the Technology Policy Framework to help law enforcement executives create effective policies. The Framework highlights important factors to take into account when deciding whether to incorporate and integrate certain technologies. More importantly, it identifies nine universal principles that should be considered when developing agency policies:

- * Specification of Use;
- * Policies and Procedures;
- * Privacy and Data Quality;
- * Data Minimization and Limitation;
- * Performance Evaluation;
- * Transparency and Notice;
- * Security;
- * Data Retention, Access, and Use; and,
- * Auditing and Accountability.

For a copy of the IACP Technology Policy Framework, visit [IACP TECHNOLOGY POLICY FRAME WORK](#)

Drinking and driving: Unsafe at any level

Very low blood alcohol content associated with causing car crashes

Even "minimally buzzed" drivers are more often to blame for fatal car crashes than the sober drivers they collide with, reports a University of California, San Diego study of accidents in the United States .

Led by UC San Diego sociologist David Phillips and published in the British Medical Journal group's *Injury Prevention*, the study examined 570,731 fatal collisions, from 1994 to 2011.

The researchers used the official U.S. Fatality Analysis Reporting System (FARS) database for the study, because it is nationally comprehensive and because it reports on blood alcohol content (BAC) in increments of 0.01 percent. They focus particularly on "buzzed drivers," with BAC of 0.01 to 0.07 percent, and, within this group, the "minimally buzzed" (or BAC 0.01 percent).

Phillips and his co-authors find that drivers with BAC 0.01 percent – well below the U.S. legal limit of 0.08 – are 46 percent more likely to be officially and solely blamed by accident investigators than are the sober drivers they collide with.

The authors also find no "threshold effect" – "no sudden transition from blameless to blamed" at the legal limit for drunk driving. Instead, blame increases steadily and smoothly from BAC 0.01 to 0.24 percent. For the complete press release click the link: [Drinking and driving: Unsafe at any level](#)

University of California- San Diego, January 16, 2014

Work-related Roadway Crashes

In a [fact sheet](#) published by the Centers for Disease Control and Prevention, roadway crashes are the leading cause for occupational fatalities in the U.S.¹ The March 2004 publication reflects Bureau of Labor Statistics (BLS) census data for years 1992 through 2001. During this ten-year time frame, 13,337 civilian workers died in roadway crashes nationwide.

Although the CDC fact sheet is 10 years old, current data compiled from the BLS tables for Census of Fatal Occupational Injuries still reflects roadway crashes as the leading cause for work-related fatalities:

Fatal Occupational Injuries Roadway Crashes - National		
Year(s)	Number of Fatalities	Average per Year
1992-2001	13,337	1,334
2002	1,373	1,373
2003-2010	10,202	1,275
2011	1,103	1,103
2012*	1,044	1,044

**preliminary data*

During calendar years 2010-2011, Idaho experienced 17 work-related fatalities resulting from motor vehicle crashes in the street or highway.²

In an effort to assist employers reducing work-related motor vehicle crashes, Occupation Safety & Health Administration (OSHA) funded a [white paper](#) explaining the importance of employers promoting safe driving practices in their firms. The document focuses on the cost to employers for motor vehicle crashes (medical, legal, property damage, and lost productivity); provides examples of successful company workplace safety programs in place, a 10-step program to minimize crash risk, and those driving issues that employer policies should address (seat belt use, distracted driving, impaired driving, fatigued driving, and young drivers); and contains a worksheet for employers to calculate the financial impact of motor vehicle crashes to their firms.³

The Federal Motor Carrier Safety Administration (FMCSA) published a document to assist commercial motor vehicle (CMV) employers implementing a [safety belt awareness program](#) in their firms. The publication is targeted to CMV employers; however the publication contains a sample Corporate Safety Belt Statement and Safety Belt Pledge (signed by employee and supervisor) that non-CMV employers may find useful.⁴

¹ <http://www.cdc.gov/niosh/docs/2004-136/>

² Source: Bureau of Vital Records and Health Statistics; Idaho Department of Health & Welfare (January, 2014).

³ https://www.osha.gov/Publications/motor_vehicle_guide.html

⁴ <http://www.fmcsa.dot.gov/safety-security/safety-belt/increasing-safetybelt-usage-manual.htm>



Beyond the Traffic Stop Award – Nomination Form

Do you know of a law enforcement agency or individual you would like to nominate for their work performed above and beyond the traffic stop? The Office of Highway Safety and the Law Enforcement Liaisons (LEL's) would like to give special recognition to those individuals and agencies during the 2014 Highway Safety Summit. **Deadline for nominations: April 1, 2014**

To make a nomination please provide the following information:

Agency

Officer Name *(if nominating an officer.)*

Brief description of the traffic stop and the work that took it beyond... *i.e. did the stop lead to an arrest of a felon, a drug bust or other extraordinary work, this must be the result of a single stop, not the culmination of a year's worth.*

Submitted by:

Date:

Submit your nomination to the ITD Office of Highway Safety attn: Lisa Losness by fax to (208) 334-4430, mail to P.O. Box 7129, Boise, ID 83707 or e-mail to lisa.losness@itd.idaho.gov.

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

Date	Event Description, Location
2014	
Feb 21	Alive at 25 , Pocatello Police Substation www.idsafedriver.org
Feb 21	Alive at 25 , Nampa Police Dept. www.idsafedriver.org
Feb 22	Alive at 25 , Kootenai County Fire Station #2 www.idsafedriver.org
Feb 22	Alive at 25 , Gem County Emergency Services www.idsafedriver.org
Feb 24	Alive at 25 , Meridian Police Dept. www.idsafedriver.org
Feb 24	Alive at 25 , Boise Police Dept. www.idsafedriver.org
Feb 24	Alive at 25 , Blackfoot City Hall www.idsafedriver.org
Feb 26	Alive at 25 , Kootenai County Fire Station #2 www.idsafedriver.org
Feb 27	Alive at 25 , Caldwell Police Dept. www.idsafedriver.org
Mar 1	Alive at 25 , Madison County Sheriff's Office www.idsafedriver.org
Mar 5	Alive at 25 , Kootenai County Fire Station #2 www.idsafedriver.org
Mar 8	Alive at 25 , Meridian Police Dept. www.idsafedriver.org
Mar 15	Alive at 25 , Kootenai County Fire Station #2 www.idsafedriver.org
Mar 15	Alive at 25 , Rexburg Police Dept. www.idsafedriver.org
March 15-22	IMPAIRED DRIVING MOBILIZATION
Mar 17	Alive at 25 , Meridian Police Dept. www.idsafedriver.org
Mar 20	Alive at 25 , Nampa Police Dept. www.idsafedriver.org
Mar 22	Alive at 25 , Meridian Police Dept. www.idsafedriver.org
Mar 26	Alive at 25 , Kootenai County Fire Station #2 www.idsafedriver.org
Mar 27	Alive at 25 , Caldwell Police Dept. www.idsafedriver.org
Mar 29	Idaho STAR Spring Opener, Meridian, <i>High Desert Harley-Davidson, 2310 E, Cinema Dr.</i>
Mar 31	Alive at 25 , Meridian Police Dept. www.idsafedriver.org
Mar 31	Alive at 25 , Boise Police Dept. www.idsafedriver.org
Apr 5	Alive at 25 , Meridian Police Dept. www.idsafedriver.org
Apr 7	Alive at 25 , Meridian Police Dept. www.idsafedriver.org
April 11-28	AGGRESSIVE DRIVING/SEAT BELT MOBILIZATION
April 14-15	Idaho Highway Safety Summit – Boise, ID – Riverside Hotel
Apr 19	Idaho STAR Spring Opener, Idaho Falls, <i>Action Motorsports, 1355 E Lincoln Rd.</i>
Apr 19	Alive at 25 , Meridian Police Dept. www.idsafedriver.org
Apr 19	Alive at 25 , Pocatello Police Substation www.idsafedriver.org
Apr 26	Idaho STAR Spring Opener, Lewiston, <i>North Lewiston Training Ctr., 1920 3rd Ave N.</i>
Apr 28	Alive at 25 , Meridian Police Dept. www.idsafedriver.org
May 1-15	IMPAIRED/AGGRESSIVE DRIVING MOBILIZATION
Jun 20	Alive at 25 , Pocatello Police Substation www.idsafedriver.org
Sep 20	Alive at 25 , Pocatello Police Substation www.idsafedriver.org
Nov 21	Alive at 25 , Pocatello Police Substation www.idsafedriver.org

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

Idaho Office of Highway Safety Facebook page:

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



[Alive at 25](#)



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