



# Quick Notes

From the Idaho Office of Highway Safety

June 30, 2014

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**Fatalities for 2014 = 74**

Hi Highway Safety Partners:

Many have the urge to travel and see new sites during their vacation. I know I do. Once I get underway “On the Road Again” by Willie Nelson starts ringing in my ears and off I go. My latest road trip was at an average speed of 10 miles per hour from the seat of a bicycle traveling from Vancouver British Columbia (Canada) to Astoria Oregon. It was a great 500 mile adventure during the first two weeks of June and I met wonderful people along the way. The weather in Washington State was perfect. No rain!

During my trip I had the opportunity to observe driver behavior up close and it was astonishing! Cell phone usage was the norm rather than the exception, but what really stood out was the texting that took place at intersections. It seems that when you stop, you text. In fact there were times I wish my bicycle had an air horn so I could get the message to drivers that “Hey the light is green, pay attention and let’s move forward.” I am convinced that it is almost impossible to gather accurate highway safety data regarding texting and driving and I am also convinced that it is almost impossible to adequately enforce texting while driving laws. In the states with texting laws our law enforcement partners have a huge challenge. So where does that leave us in the highway safety community?

Perhaps our greatest hope is for a change in the way we view ourselves. Changing our culture and coming to an understanding within ourselves that it is wrong to text and drive might be the only way to completely eliminate texting while driving. At the last Highway Safety Summit it was amazing to learn there is no such thing as multi-tasking. Our brain simply switches very rapidly back and forth between tasks and that some of us are simply better at it than others.

Texting while driving? Through simple observation from a bicycle seat it is just a bad idea. Please have the simple talk with family, friends, and co-workers that texting and driving just don’t mix. This will take courage. As we change our culture on texting while driving we also move forward in our effort of *Toward Zero Deaths* on Idaho’s roadways. Don’t text while driving. Life is just too short. Texting while driving? It can wait.

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## The Court's Decision On Cell Phone Searches

3 Things Cops Need To Know

PoliceOne.com By Doug Wyllie, PoliceOne Editor in Chief

Observation #1: In exigent circumstances such as immediate officer safety or the safety of innocent persons (per SCOTUS, child abduction, bomb threat), officers can conduct a search and be prepared explain those actions later in court.

Observations #2: Taking the time to get a search warrant for a cell phone not only protects personal privacy, but ultimately also serves to ensure that an officer's search of a subject's phone is not tossed out on a 'technicality.

Observation # 3: In the 21st Century, the legal system will not treat cell phones as merely phones, but as Chief Justice Roberts said, they are "a digital record of nearly every aspect of [a person's life] - from the mundane to the intimate" that can also make phone calls

More available at: <http://www.policeone.com/investigations/articles/7323640-The-Courts-decision-on-cell-phone-searches-3-things-cops-need-to-know/>

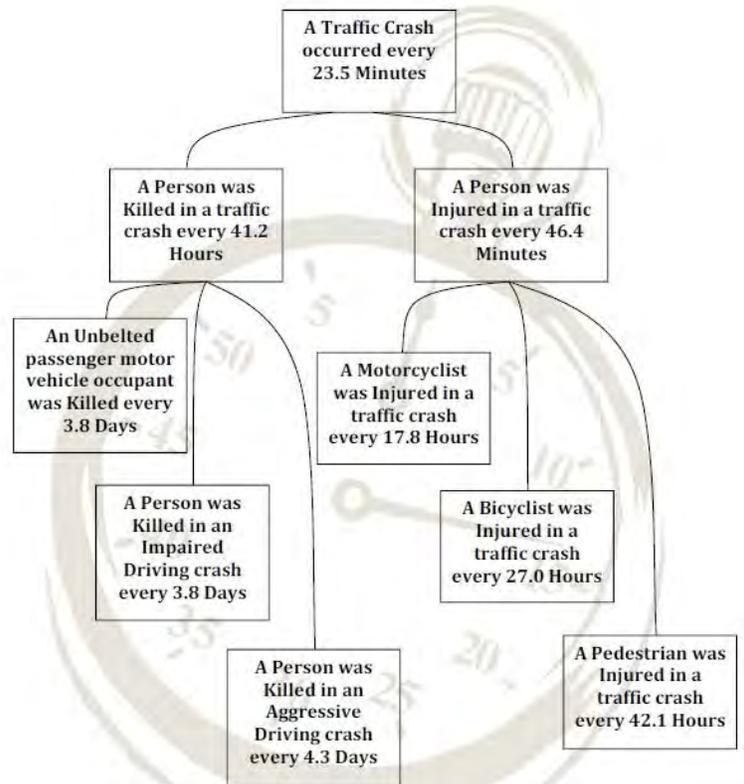
## 2013 Idaho Traffic Crash Report

The crash report is finished and ready for your viewing. The report provides an annual description of motor vehicle crash characteristics for crashes that have occurred on public roads within the State of Idaho.

The document is divided into two major sections: a statewide crash summary and a breakdown of crashes by identified problem areas.

The report is organized to reflect the adoption of focus areas by the Idaho Traffic Safety Commission for the Highway Safety Grant Programs. The focus areas include: Impaired Driving, Safety Restraint Use, Youthful Drivers, Aggressive Driving, Distracted Driving, Emergency Medical Services, Pedestrians, Bicyclists, and Motorcycles. In general these focus areas align with the Idaho's Strategic Highway Safety Plan

Idaho's Traffic Crash Clock: 2013



# Teens in Cars

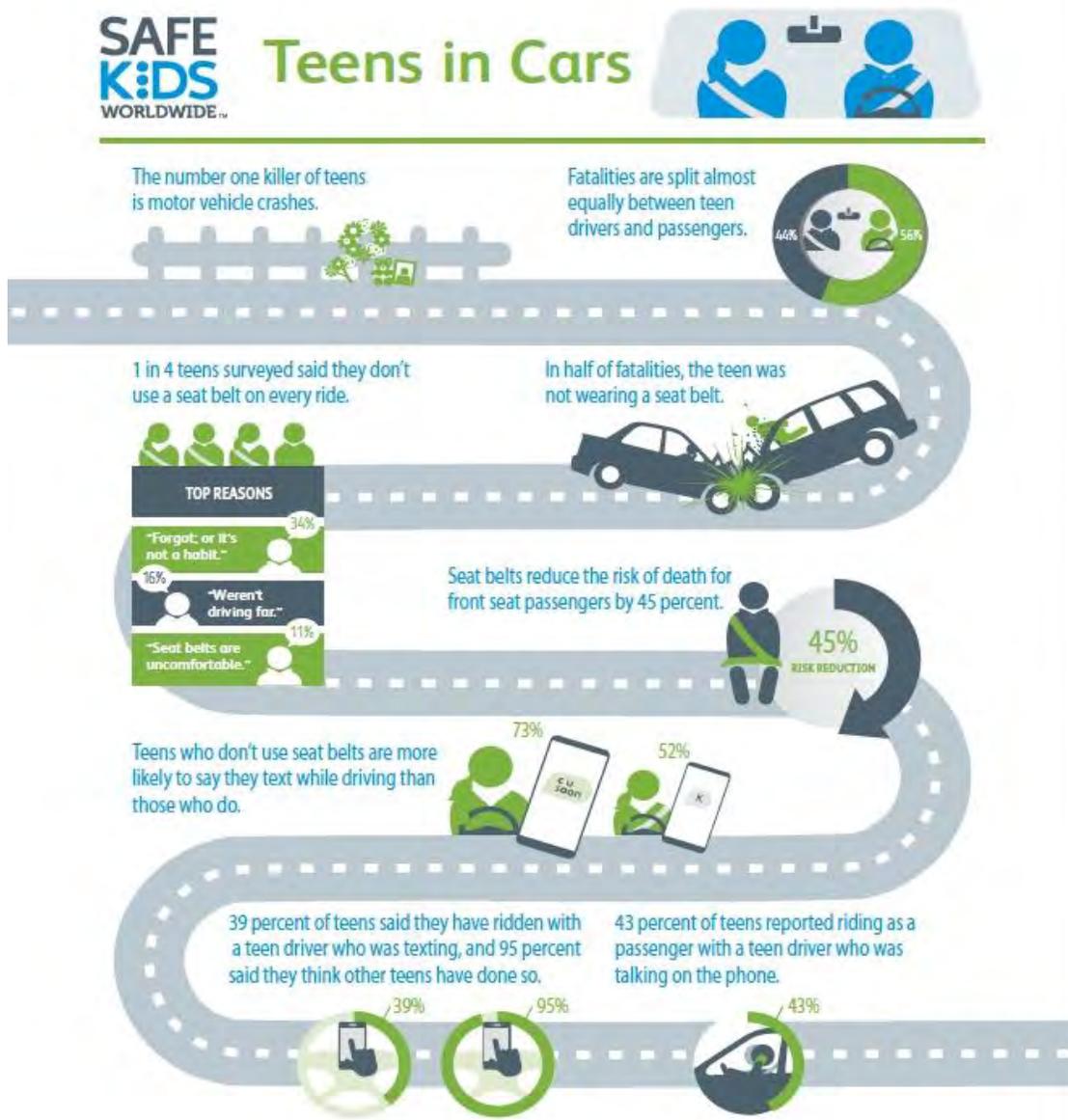
Safe Kids Worldwide TM – June 2014

## Executive Summary [\(Click to view the entire summary and report\)](#)

What if there was a disease that claimed the lives of 2,400 teens each year? A disease that was the leading killer of teenagers, that didn't distinguish between income or race, and could devastate any family? What if that disease could be prevented through available, inexpensive behavior changes?

Unfortunately this 'disease' exists: motor vehicle crashes result in more teen deaths than any other cause.<sup>1,2</sup> In 2012, 2,439 teen drivers and passengers died in motor vehicle crashes.<sup>3</sup> In half of these fatal crashes, the teen wasn't using a seat belt, and this proportion has been relatively unchanged over the last decade.<sup>4</sup> In both fatal and nonfatal crashes, a greater percentage of passengers are unrestrained than drivers.<sup>4,5</sup>

Through a grant from the General Motors Foundation, Safe Kids surveyed 1,000 teens ages 13 to 19 to explore why teens aren't using seat belts for every ride, and to understand their perceptions about their own safety when riding as passengers.



## **Pedestrians – Traffic Safety Facts**

[DOT HS 811 888](#), April 2014

In 2012, 4,743 pedestrians were killed and an estimated 76,000 were injured in traffic crashes in the United States (Tables 1 and 3). On average, a pedestrian was killed every 2 hours and injured every 7 minutes in traffic crashes.

A pedestrian, as defined for the purpose of this Traffic Safety Fact Sheet, is any person on foot, walking, running, jogging, hiking, sitting or lying down who is involved in a motor vehicle traffic crash. Also, a traffic crash is defined as an incident that involves one or more vehicles where at least one vehicle is in transport and the crash originates on a public trafficway. Crashes that occurred exclusively on private property, including parking lots and driveways, were excluded.

The 4,743 pedestrian fatalities in 2012 represented an increase of 6 percent from 2011 and were the highest number of fatalities in the last 5 years. In 2012, pedestrian deaths accounted for 14 percent of all traffic fatalities ([Table 1](#)), and made up 3 percent of all the people injured in traffic crashes ([Table 3](#)).

## **Large Trucks – Traffic Safety Facts,**

[DOT HS 811 868](#), May 2014

In 2012, there were 3,921 people killed and 104,000 people injured in crashes involving large trucks (gross vehicle weight rating greater than 10,000 pounds) (Table 1). In the United States, 333,000 large trucks were involved in traffic crashes during 2012.

Fatalities in crashes involving large trucks showed a 4-percent increase from 3,781 in 2011 to 3,921 in 2012. Of these fatalities in 2012, 73 percent were occupants of other vehicles, 10 percent were nonoccupants, and 18 percent were occupants of large trucks. Between 2011 and 2012, fatalities in these crashes showed a 5-percent increase in the number of occupants of other vehicles killed and a 9-percent increase in the number of large-truck occupants killed. The number of nonoccupants killed decreased by 11 percent (Table 1).

In 2012, there were 104,000 people injured in crashes involving large trucks—an increase of 18 percent from 88,000 in 2011. Of these people injured in 2012, 73 percent were occupants of other vehicles, 3 percent were nonoccupants, and 24 percent were occupants of large trucks. The 2012 percentages show non-significant change when compared to 2011. There was a 1-percentage-point increase in occupants of other vehicles injured and a 2-percentage-point decrease in large-truck occupants injured. The percentage of nonoccupants injured increased by 1 percentage point (Table 1).

## **Stricter Laws Might Reduce Aggressive Driving in Young Males: Study**

Speeding-related deaths, injuries dropped after new laws and harsher penalties took effect, researchers say. Stricter laws and more severe penalties for extreme speeding and aggressive driving appear to have dramatically reduced the number of speeding-related deaths and injuries among young men, a new study finds.

[http://www.nlm.nih.gov/medlineplus/news/fullstory\\_146805.html](http://www.nlm.nih.gov/medlineplus/news/fullstory_146805.html)





## Motorcycle Safety Update

Washington State: Law allowing motorcyclists to run red lights goes into effect in Washington State. Some motorcycle riders have had the experience of pulling up to a stop light and waiting and waiting for the light to change because sensors for cars and trucks failed to detect the motorcycle.

Under a law that took effect Thursday in Washington, motorcycle riders will be able to go through a red light with caution if it doesn't turn green after a full cycle. 14 other states have similar laws.

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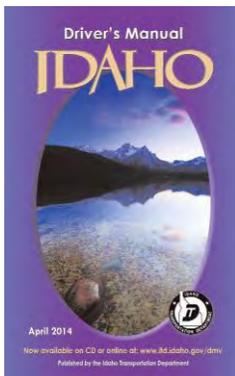
Colorado State: Motorcycle crashes killed 86 riders and passengers on Colorado roadways last year, and 69% of the motorcyclists were at fault. As motorcyclists across the state gear up for riding season, the Colorado Department of Transportation (CDOT) announces a motorcycle safety campaign aptly named Ride Wise.

The campaign showcases real Colorado riders, each with more than 30 years of experience on their saddles, who rely on safety training to hone skills needed to ride safe in the season ahead.

FULL STORY: <http://www.coloradodot.info/news/2014-news-releases/05-2014/cdot-showcasing-real-colorado-riders-harrowing-stories-to-promote-motorcycle-safety>

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## Driver License Practice Test



The Idaho Transportation Department of Motor Vehicles, DMV, has just created a free app to assist you in developing safe driving knowledge and will test your comprehension of information found in the Idaho Driver's Manual.

This app is a great tool for those new to the state, parents helping their teen study for the test and develop safe driving practices, as well as drivers who want a refresher on the Idaho rules of the road.

The questions on the practice test are not the same as those on the official knowledge test but cover the same subject matter. They are not inclusive of all questions asked on the official knowledge test so be sure to study the [Idaho Driver's Manual](#) before taking the official test.



For ease in finding the app, scan this URL code or click this link to go to the website <http://www.idaho.gov/start/practice-test.html>.

## 2014 CALENDAR OF EVENTS

To add an event to the calendar, contact [lisa.losness@itd.idaho.gov](mailto:lisa.losness@itd.idaho.gov)

Date	Event Description, Location
May 26 – Sep 1	<b>100 Deadliest Days – Summer is the deadliest time on Idaho's roads.</b>
June 29 – July 7	<b>Impaired Driving</b> Traffic Enforcement Mobilization, Statewide
July 18 – 28	<b>Aggressive Driving</b> Traffic Enforcement Mobilization, Statewide
August 1 – 18	<b>Seat Belt &amp; Aggressive</b> Driving Mobilization, Statewide
August 24 – Sept 5	<b>Impaired</b> Driving Traffic Enforcement Mobilization, Statewide

[Click to view or register for Upcoming Alive at 25 courses in Idaho](#)



**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](#)

[Alive at 25](#)

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