



Quick Notes

From the Idaho Office of Highway Safety

October 28, 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 as of 9/30/14 = 155

Traffic Enforcement Mobilization ONLINE

NEW this year, the Traffic Enforcement Mobilization agreements, claims and reporting are now online. Each law enforcement agency that intends to participate in and apply for the Traffic Enforcement Mobilization Program must first attend a training to receive the proper login and password. Each user requires a unique login and password.

If you missed the first series of webinars, additional webinars training sessions have been scheduled. Please contact Lisa Losness lisa.losness@itd.idaho.gov to RSVP for your session and receive a webinar confirmation with a link to join the webinar.

Tuesday, November 4th – 10:00 – 11:00 am (Mountain Time)

Wednesday, November 5th – 1:00-2:00 pm (Mountain Time)

Wednesday, November 12, 2014 – 10:00-11:00 am (Mountain Time)

Case Study Evaluation of Saturation and Corridor Enforcement Patrols

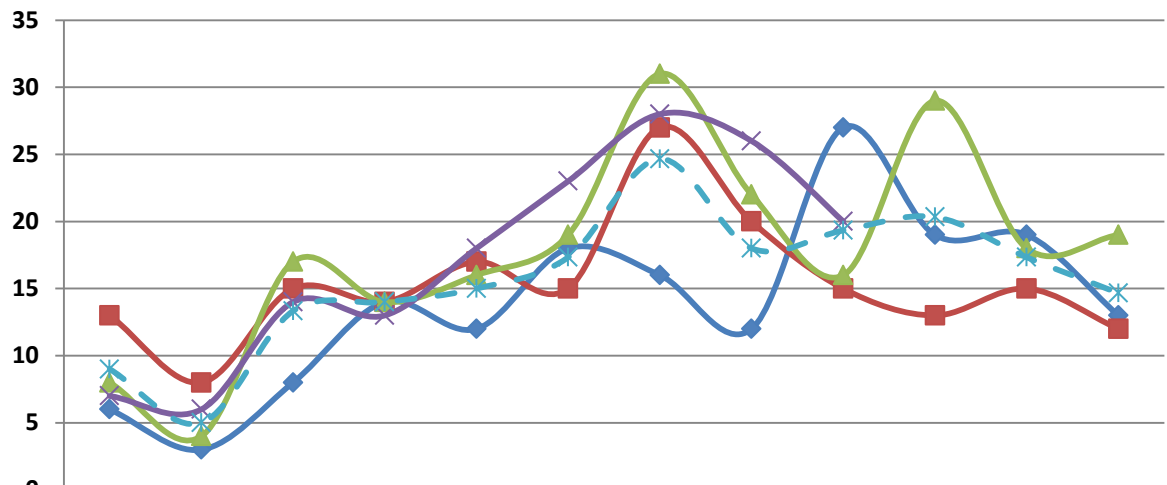
Alexander R. Maistros, William H. Schneider IV, Rick Beverley, and Brandon A. Stakleff

Alcohol-related crashes in the United States have consistently accounted for roughly 30% of traffic-related fatalities in the past two decades. The combined efforts of researchers, educators, and law enforcement are needed to reduce the number of alcohol-related crashes and fatalities. Saturation patrols and corridor patrols are two tools that law enforcement agencies may use in their continued efforts. In the current economic climate, local law enforcement agencies and coalitions must operate as efficiently as possible. As a case study, this study focused on the patrol efforts of a task force dedicated to reducing operating a vehicle under the influence (OVI) violations in Stark County, Ohio. Hot spot analysis was used to evaluate the at-risk areas in the county and to determine the need for saturation patrols and corridor patrols to cover the at-risk locations effectively. Performance results were found to be unique to each patrol style. Average stops per hour were found to be significantly higher for corridor patrols, whereas the stops per OVI arrest were found to be more efficient for saturation patrols. [For the full report click.](#)

**IDAHO TRANSPORTATION DEPARTMENT OFFICE OF HIGHWAY SAFETY
SEPTEMBER 2014**

MONTH						CUMULATIVE TOTALS			
	Actual	Actual	Actual	11,12,13	Actual	Cumulative (11,12,13)			
	2011	2012	2013	AVERAGE	2014	2011	2012	2013	2014
JAN	6	13	8	9	7	6	13	8	7
FEB	3	8	4	5	6	9	21	12	13
MAR	8	15	17	13	14	17	36	29	27
APR	14	14	14	14	13	31	50	43	40
MAY	12	17	16	15	18	43	67	59	58
JUN	18	15	19	17	23	61	82	78	81
JUL	16	27	31	25	28	77	109	109	109
AUG	12	20	22	18	26	89	129	131	135
SEP	27	15	16	19	20	116	144	147	155
OCT	19	13	29	20		135	157	176	
NOV	19	15	18	17		154	172	194	
DEC	13	12	19	15		167	184	213	
YEAR TO DATE	167	184	213	188	155				

IDAHO MONTHLY TRAFFIC FATALITIES



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
◆ 2011	6	3	8	14	12	18	16	12	27	19	19	13
■ 2012	13	8	15	14	17	15	27	20	15	13	15	12
▲ 2013	8	4	17	14	16	19	31	22	16	29	18	19
× 2014	7	6	14	13	18	23	28	26	20			
* 11,12,13	9	5	13	14	15	17	25	18	19	20	17	15

CrashEdu - Crash Response Training Designed for Law Enforcement, Emergency Medical Services and Medical Personnel

Available free online

The website is designed to train law enforcement, emergency medical services, and medical personnel to effectively use the crash information being sent by ACN systems. This knowledge will help reduce the death rate from automobile crashes by integrating advanced trauma care systems with Automated Crash Notification (ACN) technology developed by the automotive industry.

Stewart C. Wang, M.D. and his team at the University of Michigan Program for Injury Research and Education have developed these lessons to provide practical information about the mechanisms of injury in MVAs for all professionals associated with triaging and treating these patients. To bring these lessons to life, the team uses real automobile crash cases and their resulting injuries to illustrate each concept. <http://www.crashedu.org/>

Rural/Urban Comparison – Traffic Safety Facts

DOT HS 812 050 July 2014

In 2012, there were 30,800 fatal crashes resulting in 33,561 fatalities. Rural areas accounted for 53 percent (16,443) of the fatal crashes and 54 percent (18,170) of the fatalities as compared to urban areas that accounted for 46 percent (14,263) of the fatal crashes and 46 percent (15,296) of the fatalities. Additionally, 94 fatal crashes resulting in 95 fatalities occurred in areas where land use was unknown. According to the 2010 rural and urban population data from the Census Bureau, 19 percent of the U.S. population lived in rural areas, however, rural fatalities accounted for 54 percent of all traffic fatalities in 2012. For the complete Traffic Safety Facts, click [Rural/Urban Comparison](#).

Three counties honored for zero fatalities in 2013

Rexburg Standard Journal

September 21, 2013

by Heather Randall

ISLAND PARK – Law enforcement officials from three counties gathered at Harriman State Park on Thursday morning to be acknowledged for having zero auto fatality accidents in 2013.

Representatives from Madison, Teton and Butte counties were honored in a ceremony to celebrate the success they have seen in promoting safety and non-distracted driving in their counties. To view the full article and photos click [Zero Fatalities](#)

Easing of marijuana laws worries road safety advocates

(Click title to go to full article.)

Larry Copeland, USA TODAY September 25, 2014

As the nation eases marijuana laws, road safety advocates worry that highway rules for driving under the influence of pot are lagging, which could lead to fatal crashes.

Medical marijuana is legal in 23 states and Washington, D.C.; adult recreational use is legal in Washington state and Colorado; marijuana has been decriminalized in 16 states and Washington, DC

"I'm very concerned, because I feel that we're painting the plane as we're flying it," says Jake Nelson, director of traffic safety, advocacy and research for AAA. "When we were at this stage of the game with alcohol, starting to pass laws, we knew a lot more about how alcohol affected driving performance, crash risks and how that changed with different concentrations of alcohol in a person's body."

The research is mixed on how cannabis affects driving performance. Though marijuana can slow decision-making and decrease peripheral vision, drivers under the influence of marijuana tend to drive more slowly and less aggressively, says Jonathan Adkins, executive director of the Governors Highway Safety Association.

2014 / 2015 CALENDAR OF EVENTS

To add an event to the calendar, contact lisa.losness@itd.idaho.gov

Date	Event Description, Location
Nov 4, 2014: 10-11 am MST	Traffic Enforcement Mobilization Online training webinar
Nov 5, 2014: 1-2 pm MST	Traffic Enforcement Mobilization Online training webinar
Nov 15, 2014: 10-11 am MST	Traffic Enforcement Mobilization Online training webinar
Nov 20-30, 2014	Seat Belt Mobilization Buckle up America, Every Trip Every Time
Nov 27, 2014 – Jan 4, 2015	Impaired Driving Mobilization Driver Sober or Get Pulled Over
March 15-17, 2015	LIFESAVERS , National Conference on Highway Safety Priorities – Chicago, IL
March 15-22, 2015	Impaired Driving Mobilization Buzed Driving is Drunk Driving
May 7-8, 2015	Annual Highway Safety Summit
May 20 – June 2, 2015	Seat Belt Mobilization Click it or Ticket

[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.

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[OHS](#), Office of Highway Safety

[ITD](#), Idaho Transportation Department

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

[FHWA](#), Federal Highway Administration

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