



# Quick Notes

From the Idaho Office of Highway Safety

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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 2015 as of 12/31/15 = 217**  
(Initial number, may change due to unforeseen tragedies.)

## Annual Idaho Highway Safety Summit

Please join the Office of Highway Safety in Coeur d'Alene, Idaho on March 15 – 16, 2016 for the annual Idaho Highway Safety Summit. The Summit is designed to foster discussion and interaction between presenters and participants on a variety of topics through seminars and workshops.

The Summit invites traffic safety professionals from a variety of backgrounds including law enforcement and executive staff, prosecutors, city and county officials, educators and counselors, traffic safety engineers, emergency responders and all other traffic safety advocates. The Summit is an educational forum in which traffic safety professionals can share ideas, and gain insight on traffic safety issues, program ideas and solutions. POST credits are available to law enforcement.



There is no cost to participants. This event is brought to you by the Idaho Transportation Department Office of Highway Safety. There will be a variety of speakers and workshop related to highway safety. Please visit the website [www.highwaysafetysummit.com](http://www.highwaysafetysummit.com) for registration and Summit information and updates.

## NOW Accepting FFY 2017 Highway Safety Grant Applications

The Idaho Department of Transportation Office of Highway Safety funds grants, which address specific traffic safety priority areas, including Impaired Driving, Aggressive Driving, Distracted Driving, Occupant Protection, Child Passenger Safety, Motorcycle Safety, Youthful Drivers and Traffic Records. Grants may be awarded for assisting the Idaho Office of Highway Safety in addressing traffic safety deficiencies, expansion of an ongoing activity, or development of a new program or intervention. This application is for year-long grants and is not the same as the Traffic Enforcement Mobilization Agreement (TEMA).

National Highway Traffic Safety Administration (NHTSA) Highway Safety Funds, by law, cannot be used for highway construction, maintenance, or design. Requests for NHTSA grant funds are not appropriate for projects such as safety barriers, turning lanes, traffic signals and pavement/crosswalk markings. Additionally, funds cannot be used for facility construction or the purchase of office furniture. Because of limited funding, the Office of Highway Safety does not fund the purchase of vehicles.

Applications must be submitted to the Office of Highway Safety **on or before March 18, 2016 by 5:00 PM MST**. Please make sure that you have completed all elements of the application in order to be considered. For additional information and instructions regarding the grant application process, following is a link to the application: <http://itd.idaho.gov/ohs/programs.htm> .

## **Traffic Safety Facts – Alcohol-Impaired Driving**

DOT HS 812 231 NHTSA December 2015

Drivers are considered to be alcohol-impaired when their blood alcohol concentrations (BACs) are .08 grams per deciliter (g/dL) or higher. Thus, any fatal crash involving a driver with a BAC of .08 g/dL or higher is considered to be an alcohol-impaired-driving crash, and fatalities occurring in those crashes are considered to be alcohol-impaired-driving fatalities. The term “driver” refers to the operator of any motor vehicle, including a motorcycle.

Estimates of alcohol-impaired driving are generated using BAC values reported to the Fatality Analysis Reporting System (FARS) and BAC values imputed when they are not reported. The term “alcohol-impaired” does not indicate that a crash or a fatality was *caused* by alcohol impairment, only that an alcohol-impaired driver was involved in the crash.

In this fact sheet, the 2014 alcohol-impaired-driving information is presented as follows:

- Overview
- Economic Cost
- Children
- Time of Day and Day of Week
- Drivers
- Fatalities by State

### **Overview**

All 50 States, the District of Columbia, and Puerto Rico have by law set a threshold making it illegal to drive with a BAC of .08 g/dL or higher. In 2014, there were 9,967 people killed in alcohol-impaired-driving crashes, an average of 1 alcohol-impaired-driving fatality every 53 minutes. These alcohol-impaired-driving fatalities accounted for 31 percent of all motor vehicle traffic fatalities in the United States in 2014.

Of the 9,967 people who died in alcohol-impaired-driving crashes in 2014, there were 6,391 drivers (64%) with BACs of .08 g/dL or higher. The remaining fatalities consisted of 2,752 motor vehicle occupants (28%) and 824 non-occupants (8%). For the complete report click [Traffic Safety Facts-Alcohol-Impaired Driving](#)



**Registration for the Spring Seat Belts Save Challenge is now open.** High schools in all fifty states are encouraged to apply.

Motor vehicle crashes are the leading cause of death for teenagers in the U.S. In 2012, more than half of drivers ages 16-19 who were killed in car crashes were not wearing a seat belt. In many cases, wearing a seat belt could have saved that teen's life.

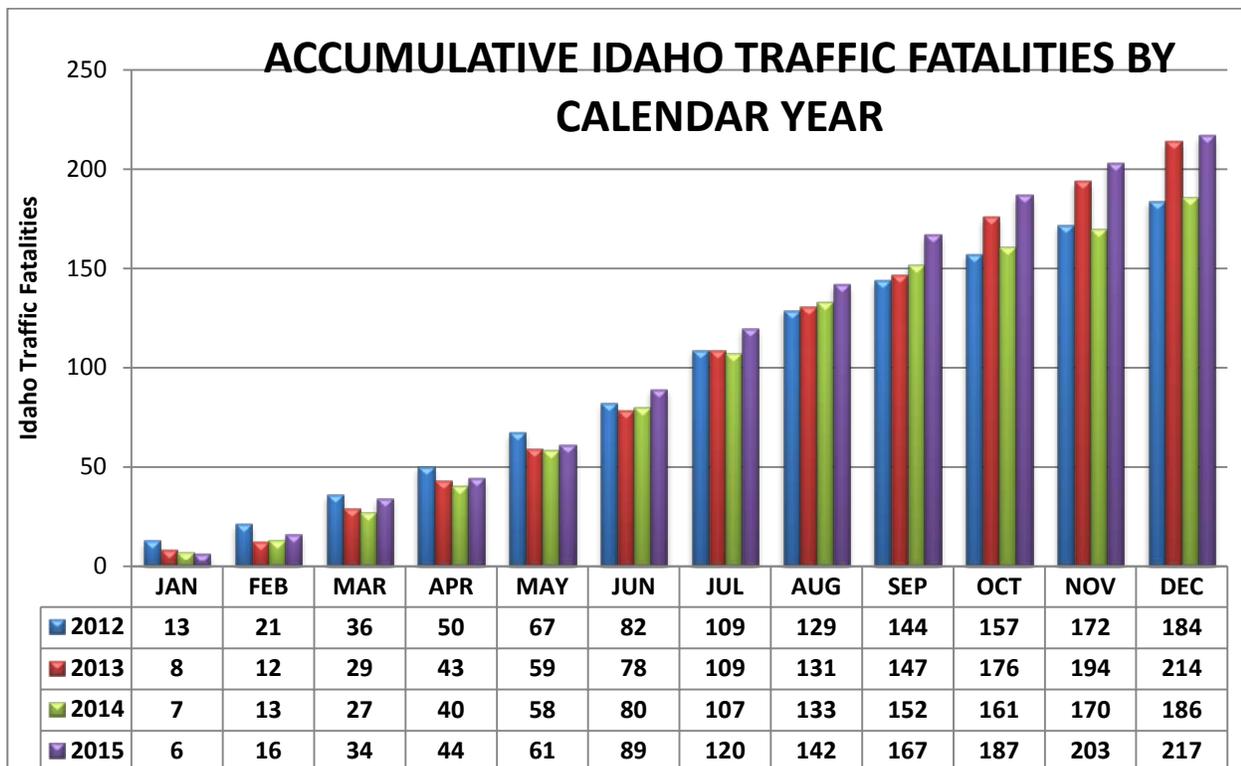
We want ALL teens to remember to wear their seat belt and wear it the right way, and we believe YOU are the ones to lead the charge!

**Take part in the Seat Belts Save Challenge by registering today!** \$1500 cash prizes will be awarded to the contest winners, thanks to the generous support of the National Road Safety Foundation.

**IDAHO TRANSPORTATION DEPARTMENT Office of Highway Safety**  
**Fatalities By the Month\* - December 2015**

MONTH						CUMULATIVE TOTALS			
	Actual	Actual	Actual	12,13,14	Actual	Cumulative (12,13,14)			
	2012	2013	2014	AVERAGE	2015	2012	2013	2014	2015
JAN	13	8	7	9	6	13	8	7	6
FEB	8	4	6	6	10	21	12	13	16
MAR	15	17	14	15	18	36	29	27	34
APR	14	14	13	14	10	50	43	40	44
MAY	17	16	18	17	17	67	59	58	61
JUN	15	19	22	19	28	82	78	80	89
JUL	27	31	27	28	31	109	109	107	120
AUG	20	22	26	23	22	129	131	133	142
SEP	15	16	19	17	25	144	147	152	167
OCT	13	29	9	17	20	157	176	161	187
NOV	15	18	9	14	16	172	194	170	203
DEC	12	20	16	16	14	184	214	186	217
<b>YEAR TO DATE</b>	<b>184</b>	<b>214</b>	<b>186</b>	<b>195</b>	<b>217</b>				

\*Data limitations: This report is based on information provided by law enforcement agencies on crashes resulting in a death that occurs within 30 days of the crash. Data is preliminary and is subject to change. Totals of this report are the number of persons killed. Averages are rounded.



# **Meta-Analysis of Graduated Driver Licensing Laws**

National Highway Safety Administration, NHTSA - DOT HS 812 211 November 2015

## **EXECUTIVE SUMMARY**

Motor vehicle crashes continue to be the leading cause of death for 15- to 20-year-olds (Hoyert & Jiaquan, 2012). Graduated driver licensing (GDL) programs, which are specialized driver licensing systems for beginner drivers, have been implemented in United States to reduce young teen drivers' exposure to high-risk driving situations while they gain driving experience. GDL programs include three different stages of licensure: (a) a mandatory minimum learner permit period during which new drivers are only allowed to drive under the supervision of a licensed adult; (b) an intermediate period during which the new drivers are allowed to drive unsupervised, but are subject to licensing restrictions regarding passenger ages and the times during which they may drive; and (c) a final stage of unrestricted licensure allowing driving under all conditions. GDL programs in the U.S. hardly represent a single homogeneous intervention; rather, programs vary characteristics such as age and time criteria, lengths of the learner permit and restricted license stages, required hours of supervised practice, and types and lengths of license restrictions included (IIHS, 2012).

While there is a growing body of evidence that supports GDL systems as effective for reducing young driver crashes, little is collectively known about which specific characteristics or provisions of GDL programs, such as minimum learner permit holding periods, and what parameters or calibrations of the provisions are associated with the largest crash reductions. Thus, the objective of this study was to conduct a meta-analysis to systematically synthesize research findings regarding the effectiveness of GDL programs and varied components (e.g., learner entry ages, nighttime driving restrictions) for reducing total, injury, and fatal crashes among drivers aged 15 to 20 years.

Fourteen studies were included in the meta-analysis and the findings suggest that GDL laws create a safety benefit for 16-year-old drivers and potentially have a safety benefit for 17- year-old drivers, although to a lesser extent. Given the diversity in the configuration of GDL provisions among the States, the individual contributions of these characteristics to the overall observed effect was also of interest, however, insufficient studies with suitable information available existed to answer this question. Further, a valid study of individual GDL provisions may be prohibited by practical limitations on the level of experimental control one could obtain. For example, the mere existence of a curfew provision does not mean it was truly operationalized unless it can be shown the affected population was aware of it, adhered to it, and the police actually enforced it at a meaningful level. Few studies quantified these important process factors.

Although the exact effectiveness of individual GDL provisions could not be determined, the meta-analysis uncovered no indication that any provision was necessarily counterproductive for the GDL target audience of 16- and 17-year olds. Thus, a reasonable strategy for any State considering passage of a GDL law might involve enumerating the full range of provisions applicable to that State, determining which could be reasonably operationalized given available resources and support from key agencies and organizations, and adopting as comprehensive an approach as possible.

Following is a link to the full analysis report: [Meta-Analysis of GDL Laws](#)

# Distracted Driving and Risk of Road Crashes among Novice and Experienced Drivers

Sheila G. Klauer, Ph.D., Feng Guo, Ph.D., Bruce G. Simons-Morton, Ed.D., M.P.H., Marie Claude Ouimet, Ph.D., Suzanne E. Lee, Ph.D., and Thomas A. Dingus, Ph.D. N Engl J Med 2014; 370:54-59 [January 2, 2014](#) DOI: 10.1056/NEJMsa1204142

Drivers who are 15 to 20 years of age constitute 6.4% of all drivers, but they account for 10.0% of all motor vehicle traffic deaths and 14.0% of all police-reported crashes resulting in injuries.<sup>1</sup> These rates are thought to result from a combination of young age, inexperience, and risky driving behaviors.<sup>2</sup>

One of the riskiest driving behaviors is the performance of a secondary task, and novice drivers appear to be particularly prone to this distraction.<sup>3</sup> Distracted driving has been defined as the “diversion of attention away from activities critical for safe driving toward a competing activity.”<sup>4</sup> Drivers engage in many competing tasks (including eating, adjusting the radio, and talking to passengers) that are not related to operating the vehicle in traffic, but the use of electronic devices such as cell phones while driving has garnered the most public and mass-media interest. An estimated 9% of all persons who drive during the day do so while dialing or talking on a cell phone or sending or receiving text messages.<sup>3</sup>

Estimates based on cell-phone records indicate that cell-phone use among all drivers increases the risk of a crash by a factor of 4.<sup>5,6</sup> Likewise, simulator studies involving adolescent drivers indicate that texting while driving increases the frequency of deviations in a lane relative to the position from the centerline.<sup>7</sup> Adolescents who were using a cell phone on a test track were more likely than experienced adult drivers who were using a cell phone to enter an intersection at a red or yellow light.<sup>8</sup> Simulation and test-track research on distraction among experienced drivers indicates that cell-phone use delays reaction to potential hazards,<sup>9-11</sup> increases following distances,<sup>12</sup> and decreases the driver's visual scanning of the environment.<sup>13,14</sup> Performance of a secondary task can increase the risk of a crash because it is cognitively demanding (preventing the driver from devoting full attention to driving) and because it takes the driver's eyes off the road ahead so that he or she cannot see and respond to unexpected hazards.<sup>15</sup>

For the complete article click: [Distracted Driving and Risk of Road Crashes among Novice and Experienced Drivers](#)

## 2016 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
March 12-20	<b>Impaired Driving</b> Traffic Enforcement Mobilization
<b>March 15-16</b>	<b>Highway Safety Summit – Coeur d’Alene, Idaho</b> <a href="http://www.highwaysafetysummit.com">www.highwaysafetysummit.com</a>
April 1-11	<b>Distracted Driving</b> Traffic Enforcement Mobilization`
May 16-30	<b>Seat Belt</b> Traffic Enforcement Mobilization
June 24 – July 6	<b>Impaired Driving</b> Traffic Enforcement Mobilization
Aug 26 – Sept 5	<b>Impaired Driving</b> Traffic Enforcement Mobilization



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