



Quick Notes

From the Idaho Office of Highway Safety

September 15, 2016

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 2016 as of 9/20/16 = 185
(Initial number, may change due to unforeseen tragedies.)

Idaho Traffic Crashes 2015

Idaho Traffic Crashes 2015 provides an annual description of motor vehicle crash characteristics for crashes that have occurred on public roads within the State of Idaho. This document is used by state and local transportation, law enforcement, health and other agencies charged with the responsibility of coping with the increasing costs of traffic crashes. Agencies use the data to identify traffic safety problems and target areas for the development of crash reduction and injury prevention programs.

A traffic safety problem is an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is statistically higher in crash experience than normal expectations. Problem identification involves the study of relationships between crashes and the population, licensed drivers registered vehicles, vehicle miles traveled, characteristics of specific subgroups that may contribute to crashes.

This document is divided into two major sections: a statewide crash summary and a breakdown of crashes by identified problem areas. Maps displaying the approximate location of each fatal crash by transportation district are found in Appendix A. Precise locations of fatal crashes cannot be determined from the maps. Appendix B is a map of crashes with wild animals. Information regarding crashes on the State Highway System is available in Appendix C. A five-year fatal and injury crash history is contained in three tables in Appendix D. A twenty-five year history of fatalities and fatality rate per 100 million annual vehicle miles traveled is provided in Appendix E.

Idaho Traffic Crashes 2015 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 Usage, Youthful Drivers Aggressive Driving, Distracted Driving, Emergency Medical Services, Pedestrians, Bicyclists, and Motorcyclists. These focus areas align with Idaho's Strategic Highway Safety Plan.

To view the Idaho Traffic Crashes 2015, click on the link. <http://itd.idaho.gov/ohs/2015Data/Analysis2015final.pdf>

- The number of motor vehicle crashes increased by 8.5% from 22,134 in 2014 to 24,018 in 2015. The number of fatalities resulting from motor vehicle crashes increased from 186 in 2014 to 216 in 2015.
- Idaho's fatality rate per 100 million miles traveled was 1.30 in 2015, up from 1.15 in 2014.



State Alcohol-Impaired-Driving Estimates

Traffic Safety Facts June 2016 DOT HS 812264

This fact sheet contains estimates of driver alcohol involvement in fatal crashes for the United States and individually for the 50 States, the District of Columbia, and Puerto Rico. Estimates for Puerto Rico are not included in the national estimates. Data from the current year (2014) and 10 years ago (2005) are represented for comparison. These estimates are based on data from the Fatality Analysis Reporting System (FARS).

Key Findings

- Of the 32,675 motor vehicle traffic fatalities in 2014, there were 9,967 people (31%) killed in alcohol-impaired-driving crashes where at least one driver had a BAC of .08 g/dL or higher. The following States had the highest percentages: Massachusetts (41%), North Dakota (41%), Texas (41%), and Delaware (40%).
- Of the 44,583 drivers involved in fatal crashes in 2014, there were 9,417 (21%) who were alcohol-impaired. The percentages of alcohol-impaired drivers involved in fatal crashes ranged from 13 percent (Vermont and Utah) to 32 percent (Massachusetts), compared to 21 percent in the United States.
- Of the 44,583 drivers involved in fatal crashes in 2014, there were 21,168 (47%) who had known BAC test results. The percentages of drivers with known BAC test results by total drivers involved by State ranged from 30 percent (Mississippi) to 84 percent (Nebraska).
- In 2014, BAC test results were known for 71 percent of fatally injured drivers compared to only 27 percent of surviving drivers in fatal crashes.
- The percentages of driver fatalities with known BAC test results by total driver fatalities by State ranged from 42 percent (Mississippi) to 96 percent (New Hampshire).
- The percentages of surviving drivers tested with known BAC results by total surviving drivers by State ranged from 0 percent (Virginia) to 78 percent (Nebraska and South Dakota).

For the complete **Traffic Safety Facts Report: State Alcohol-Impaired-Driving Estimates** click [DOT HS 812264](#)

Alive at 25 Instructor Training

October 18-21, 2016 – Meridian, Idaho



This training provides an opportunity for law enforcement officers to become certified instructors in presenting the Alive at 25 programs to young adults ages 15 through 24. The class presentation includes interactive discussions, videos and role playing to prepare young adults on traffic safety topics relating to unanticipated events of driving, becoming more aware and responsible as drivers, and understanding the Collision Formula: **R**ecognize the hazard, **U**nderstand the defense and **A**ct correctly in time.

If you are interested in becoming a certified instructor or would like additional information regarding the **Alive at 25** program, please contact Lisa Losness at 208-334-8103 or e-mail lisa.losness@itd.idaho.gov.

Law Enforcement's Role- International Walk to School Day, October 5, 2016

On October 5th, Idaho schools will be participating in International Walk to School Day. Law enforcement is crucial to the success of Walk to School Day events being held in communities across Idaho. Just as public officials can identify needed sidewalks, law enforcement officers can identify safety behavior needs for Walk to School Day. Law enforcement is a key partner for sending a message of safety for motorists, walkers and bicyclists. Schools should consult with local law enforcement officers and may ask for their assistance in controlling traffic on the route. Law enforcement may also be asked to participate in planning meetings so they can provide advice on route selection.



Ways that law enforcement officers and departments have helped with walking and bicycling events include:

- Assisting with traffic enforcement campaigns to address driver behaviors, such as speeding or failure to yield to pedestrians.
- Escorting walking and biking parades to school.
- Acting as crossing guards to help student pedestrians and bicyclists safely travel to school.
- Greeting students as they arrive at school.
- Teaching students pedestrian and bicycle safety skills before or at the event.
- Speaking at the event:
 - To remind students how to safely walk and bike.
 - To remind parents how to drive safely around young pedestrians and bicyclists.
- Learn more at <http://www.walkbiketoschool.org/get-set/involve-the-community/law-enforcement>
- Find out which Idaho schools are participating: <http://www.walkbiketoschool.org/register>



Off-Road Vehicles Pose a Big Risk for Kids

Safe ride news: Independent Publisher of Educational Materials of the Child Passenger Safety Field – June 2016

SRN, *Safe Ride News*, recently heard from [Carma McKinnon](#), Idaho's CPS coordinator located at Lemhi County Sheriff's Department, regarding concerns over ATVs and UTVs. ATVs (all-terrain vehicles, aka quads) and UTVs (utility-task vehicles, aka side-by-sides, recreational off-road vehicles, or ROVs) are used by families across the country for both recreation and work purposes, but can be extremely dangerous to children.

McKinnon noted that ATVs and UTVs are very popular in her state, and this seems to be the case across the country, with the largest sales volumes found in rural areas, especially in the South and Midwest. Sales have grown substantially over the past 10 years. Based on data from the [Motorcycle Industry Council](#) and the [Specialty Equipment Market Association](#), roughly 250,000 ATVs are sold in the U.S. each year. Sales of UTVs have been even hotter; this newer market entry has surpassed ATVs in sales, with around 400,000 currently sold per year. Sales of these vehicles fluctuate with the strength of the economy, so they may vary widely from year to year.

Off-Road Vehicle Safety Recommendations

Special training is recommended for ATV/UTV drivers, since there is much to learn to safely operate these vehicles. Although there is much more to know, the CPSC recommends these basic safety precautions when using ATVs and UTVs:*

- Don't drive either of these off-road vehicles on paved roads.
- All drivers and passengers should wear a helmet, as well as other protective gear like eye protection, gloves, and clothing that covers the body.
- The number of occupants shouldn't exceed the number of seats; for ATVs, this means no passengers.
- Drivers should take a hands-on safety training course.
- Children under 16 should not drive a UTV or adult ATV.
- Further precautions specifically for UTVs:
 - Always fasten the safety belt.
 - Keep all body parts inside the vehicle.
 - Never carry passengers in the cargo area.
 - Be sure all passengers are large enough so that both feet rest on the floorboard while their back is against the seatback.
(Editor's note: That means no kids of CR or booster age!)

*Information on the CPSC website refers to UTVs as recreational off-road vehicles, or ROVs. Although UTV seems to be the more common term, the terminology is far from standardized at this point. Many manufacturers seem to favor the term "side-by-side" or "SXS."





See tracks, think train and maybe a cop

A train locomotive is not your ordinary police car. Weighing in at more than 200 tons, its route is limited to a pair of steel rails, and it will never engage in a high-speed chase to catch drivers making poor choices regarding railroad crossings.

But add a law enforcement officer with a radio in the locomotive to spot motorists violating laws and trying to “beat” trains, and then combine that effort with other officers driving chase cars to catch those offenders, and you’ve got Idaho’s Officer-On-A-Train railroad crossing safety effort.

Officer On A Train is a cooperative program, organized by Idaho Operation Lifesaver, between the railroad and law enforcement personnel. The purpose of this enforcement operation is to increase public awareness of the potential dangers that exist at highway-railroad intersections and, by enforcing traffic laws at these intersections, eliminate driver actions that can lead to tragic consequences.

Operation lifesaver began in 1972 in Idaho when, nationally, the number of collisions at U.S. highway-rail grade crossings had risen above 12,000 incidents nationally.

“To address this, the Idaho governor’s office, along with Idaho Police Officers and Union Pacific Railroad, launched a public awareness campaign called Operation Lifesaver to promote highway-rail grade crossing safety,” explained Barbara Waite, rail program supervisor at Idaho Transportation Department. “The program has been successful and the number of crossing-related fatalities has dropped dramatically.”

Today, Operation Lifesaver is in all 50 states and there are similar programs in operation around the world, she said. The program’s mission is to end collisions, deaths and injuries at crossings and along railroad rights-of-way.

Waite reminds motorists to “Look, Listen and Live” when driving involves highway-rail grade crossings:

1. Trains have the right-of-way
2. You must yield at a highway-rail grade crossing
3. Anytime is train time. Trains have no set schedule. Trains come from either direction.
4. Slow down at a grade crossing - Look both ways, listen and proceed if the way is clear.
5. If the gates are actively moving or in the down position and/or the lights are flashing, you must wait. It’s illegal to proceed across the tracks.
6. Don’t be distracted at highway-rail grade crossings.
7. Emergency Notification System – Blue Signs posted at every public highway- rail grade crossing containing the railroad crossing number and emergency contact telephone number for the railroad.

“Trains cannot stop quickly,” she said. “A fully loaded freight train traveling at 55 mph can take more than the length of 18 football fields to stop. That is more than a mile.”

For more information about Operation Lifesaver in Idaho visit <http://www.olidaho.org>.

For more information about railroad safety visit:

- www.oli.org
- <http://www.seetracksthinktrain.org>
- <https://www.fra.dot.gov/Page/P0001>

Motor Vehicle Crash Deaths: How is the US doing?

[CDC Vital signs July 2016](#)

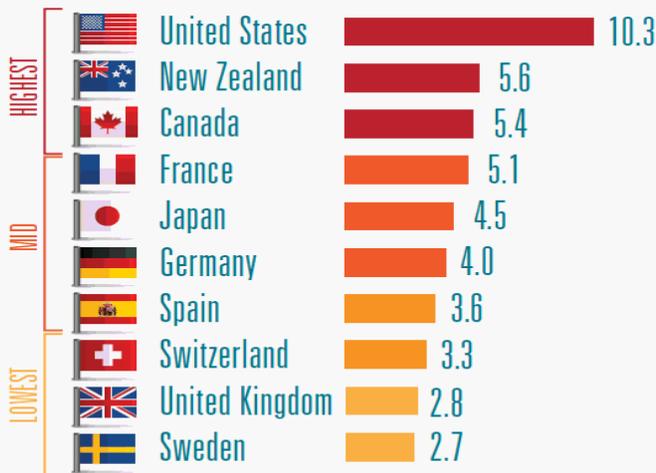
Reducing motor vehicle crash deaths was one of the great public health achievements of the 20th century for the US. However, more than 32,000 people are killed and 2 million are injured each year from motor vehicle crashes. In 2013, the US crash death rate was more than twice the average of other high-income countries. In the US, front seat belt use was lower than in most other comparison countries. One in 3 crash deaths in the US involved drunk driving, and almost 1 in 3 involved speeding. Lower death rates in other high-income countries and a high percentage of risk factors in the US suggest that we can make more progress in reducing crash deaths.

Drivers and passengers can:

- Use a seat belt in every seat, on every trip, no matter how short.
- Make sure children are always properly buckled in the back seat in a car seat, booster seat, or seat belt, whichever is appropriate for their age, height, and weight.
- Choose not to drive while impaired by alcohol or drugs, and help others do the same.
- Obey speed limits.
- Drive without distractions (such as using a cell phone or texting).

Road traffic deaths in the US and other high-income countries.

Motor vehicle crash deaths in 10 comparison high-income countries, 2013



Deaths per 100,000 people

SOURCE: WHO Global Status Report on Road Safety, 2015.

Countries with the highest and lowest reductions in crash deaths, 2000-2013

Spain (highest)

↘ 75%



AVERAGE

of 19 high-income countries ↘ 56%



United States (lowest)

↘ 31%



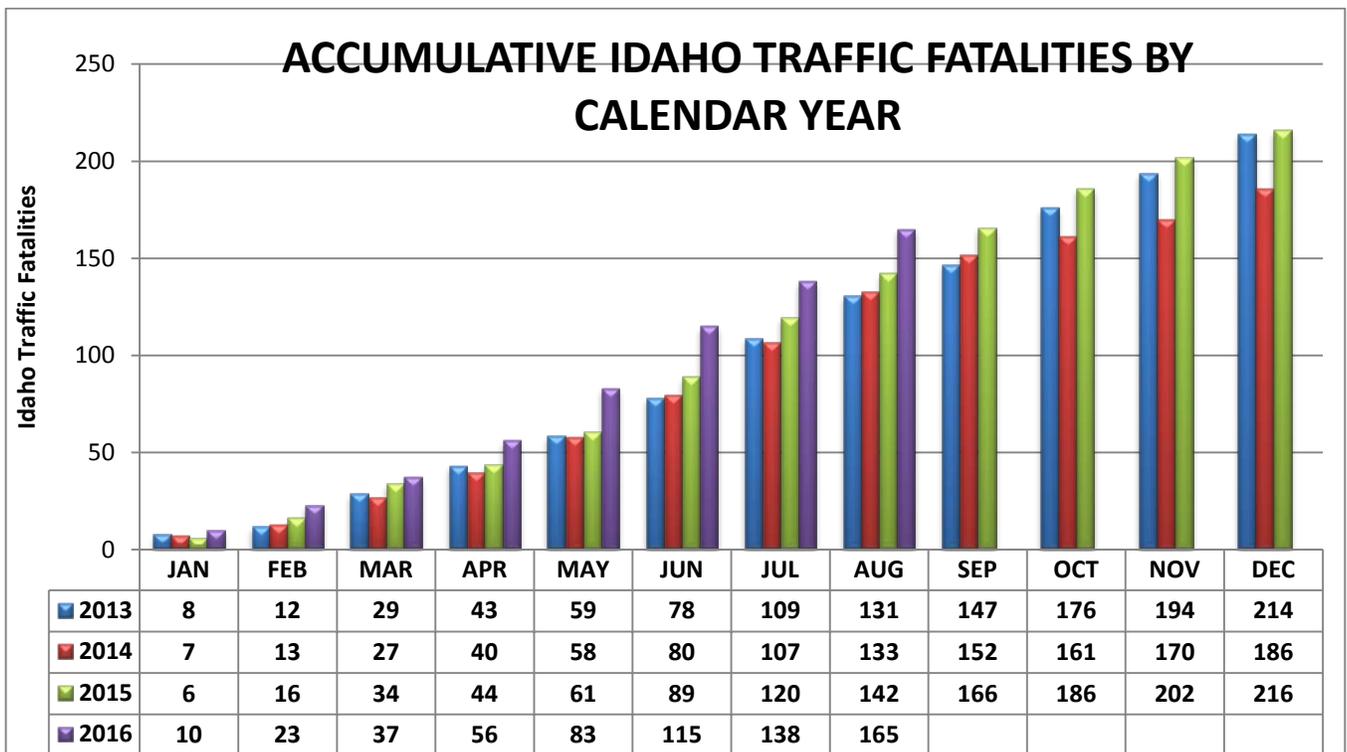
Deaths per 100,000 people

SOURCE: International Road Traffic and Accident Database (IRTAD) Road Safety Annual Report, 2015.

OFFICE OF HIGHWAY SAFETY
Fatalities By the Month* August 2016

MONTH						CUMULATIVE TOTALS			
	Actual	Actual	Actual	13,14,15	Actual	Cumulative (,13,14,15)			
	2013	2014	2015	AVERAGE	2016	2013	2014	2015	2016
JAN	8	7	6	7	10	8	7	6	10
FEB	4	6	10	7	13	12	13	16	23
MAR	17	14	18	16	14	29	27	34	37
APR	14	13	10	12	19	43	40	44	56
MAY	16	18	17	17	27	59	58	61	83
JUN	19	22	28	23	32	78	80	89	115
JUL	31	27	31	30	23	109	107	120	138
AUG	22	26	22	23	27	131	133	142	165
SEP	16	19	24	20		147	152	166	
OCT	29	9	20	19		176	161	186	
NOV	18	9	16	14		194	170	202	
DEC	20	16	14	17		214	186	216	
YEAR TO DATE	214	186	216	205	165				

*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.



2016 CALENDAR OF EVENTS

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

Date	Event Description, Location
Sept 18-24, 2016	Child Passenger Safety Week
Oct 18-21, 2016	Alive at 25, Train the Trainer course, Boise, Idaho Margaret.goertz@itd.idaho.gov
Nov 15-17,2016	Child Passenger Safety Technician Class, Idaho Falls: carma@lemhicountyidaho.org
Nov 17-27, 2016	Mobilization - SEAT BELT – Thanksgiving, Buckle up America
Dec 12, 2016-Jan 3, 2017	Mobilization – IMPAIRED DRIVING -Holiday Season
April 18-19, 2017	Idaho Highway Safety Summit, Boise ID



[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

[OHS](#), Office of Highway Safety

[ITD](#), Idaho Transportation Department

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

[FHWA](#), Federal Highway Administration