

Roadside Death Prevention

Vehicles failing to slow down or move over for stopped or disabled vehicles on the roadside pose significant risk to all road users, especially police, fire, medical, towing, and other responders.

Move over laws, which vary state to state, typically require a driver to slow down and/or change lanes when approaching an authorized emergency vehicle, or other prescribed vehicles, that are stopped on the roadway.

According to a 2020 report by the Government Accountability Office, all 50 states and Washington, D.C., have enacted move over laws. The vehicles included under such statutes vary by state, but all 50 states and D.C. include first responders in their laws, according to AAA internal research. Every state, excluding D.C., includes tow trucks in their move over statutes. Some states include municipal vehicles, utility vehicles, road maintenance vehicles and disabled vehicles in their statutes. All states include fines ranging from \$30 to \$2,500 for violating move over laws.

Target

Maintain the 5-year average number of traffic crash fatalities at 238 or fewer.

The following graph illustrates where we are in combination with the targets that have been set for the last 10 years. The year in the graph is the final year of the 5-year period used to calculate the 5-year average. The vertical, colored lines correspond to the targets.

C-1: Fatalities - 5 Year Average

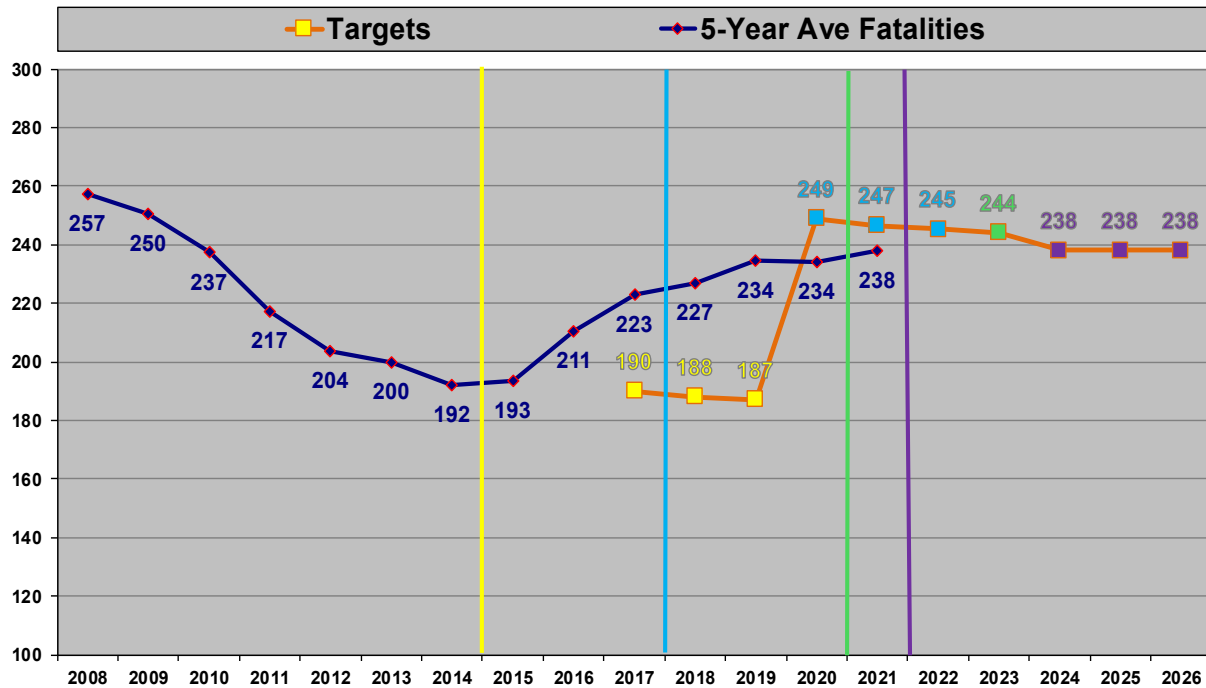


Figure 132. C-1: Fatalities - 5 Year Average

See **Page 11** for additional information about the **Performance Report**.

Proposed Program Budget

The proposed budget for the Roadside Death Prevention program for fiscal years 2024-26 is \$76,131.

Program Strategies

Strategy: Roadside death prevention.

Idaho's move over law (IC 49-624) requires drivers to change lanes and slow down when passing a stopped emergency vehicle with flashing lights. Specifically, the law requires that drivers: Immediately reduce their speed and change lanes to one that is not adjacent to the stopped emergency vehicle.

<https://legislature.idaho.gov/statutesrules/idstat/title49/t49ch6/sect49-624/>

An average of 24 emergency responders—including tow truck operators—are killed each year nationally while working roadside, according to AAA. The Insurance Institute for Highway Safety reports that 300 people annually die in crashes where a pedestrian is leaving, working on or returning to a stopped vehicle, a more than 25 percent increase since 2014.

Idaho Triennial Highway Safety Plan: FFY 2024-2026

Countermeasure Strategy for Programming Funds

Countermeasure and Justification: Education and Outreach Efforts Supporting Enforcement*** CTW 2020

Data Analysis: In Idaho, 1 percent (10) of all fatal crashes involved a vehicle hitting another vehicle on the side of the road, 2 percent (88) of all suspected serious injury crashes involved a vehicle hitting another vehicle on the side of the road. 30 percent (25) of all fatal crashes involving a pedestrian occurred while the pedestrian was either out of their vehicle on the side of the road or walking on or in the roadway

Sociodemographic and Location Data for Outreach: (see Planning Considerations)

Partnerships: Local Law Enforcement, Idaho State Police, Idaho Bureau of Emergency Services, Idaho Department of Health and Welfare

Starting PPE Goal: Identify community partners to help with grassroots messaging.

Planning Considerations

Affected Communities: Locations, Sociodemographic Data, and At-Risk Groups

As a new program area, OHS is identifying data sources, partners, and working closely with ITD's Office of Emergency Management to collect data and reach affected communities. Our Emergency Management Program team is conducting a research project for the TIM Responder Training Program that will influence our understanding of roadside incidents affecting responders in Idaho. This data will establish a baseline using comparable data reporting and metrics to increase transparency in demonstrating the effectiveness of the TIM program. This research project will help OHS determine communities for outreach and provide a clear geospatial dataset.