Spring has officially arrived, which means warmer weather and more daylight are on the way. It is also time for spring break, where more people hit the roads to escape with the kids for a few days. Springtime also means orange cones and barrels will be coming to a neighborhood near you, as construction projects begin after this long, harsh winter. April 3-7 is National Work Zone Awareness Week, which is meant to encourage drivers to use extra caution through construction zones. The theme this year is, “Work Zone Safety Is In Your Hands.”

One of the main culprits of crashes, including those in work zones, is aggressive driving. In 2015, aggressive driving was a contributing factor in 52% of all crashes in Idaho. Whether it was failure to yield right of way, driving too fast for conditions, following too close, failure to obey stop sign, exceeding the posted speed limit, or failure to obey signal; a total of 77 lives were lost in 2015. Drivers ages 19 and younger were 4.4 times as likely to be involved in aggressive driving crashes as compared to all other drivers. Drivers under the age of 25 represent more than one-third (38%) of the drivers involved in aggressive driving crashes.

I recently went on a ride along with an agency and saw aggressive driving first hand. The officer I was with pulled over several people that night for failing to stop at a stop sign, speeding and for running red lights. Every single time we get in our cars, patrol cars, trucks, or ride our bikes; we can see examples of aggressive driving. I applaud law enforcement’s work on aggressively combating this problem. We all know that enforcement is not the only answer. Education is an important aspect of changing driver behavior. Bystander engagement is also important; being willing to speak up if someone you are with is speeding or following too close.

I encourage each of us involved in highway safety to be the example. Make sure we are obeying the posted speed limit signs and not driving aggressively. Then, spread that message to our families, friends and coworkers. That message will spread all through your communities and throughout the state. We all want to break that trend of fatalities and serious injuries rising, especially as we head into warmer weather and the 100 deadliest days of summer.

I hope to see you all at the 2017 Highway Safety Summit in Boise on April 18-19. Those in attendance will receive POST credit. Thanks again for all you do!

John Tomlinson, Highway Safety Manager
Increase in Highway Deaths Requires Action

In a recent press statement, the Governors Highway Safety Association (GHSA) noted that the NSC’s projection of a 6 percent increase in highway deaths is a call to action for the highway safety community. GHSA continues to hear from state agencies that the three predominant factors contributing to traffic deaths are still belts, booze and speed. Additionally, driver distraction and addiction to electronic devices is also likely playing a role.

States Need Flexibility to Try New Approaches

Statement for attribution to Jonathan Adkins, GHSA Executive Director

WASHINGTON, D.C. - The National Safety Council’s projection that highway deaths increased 6 percent in 2016 is a call to action for the highway safety community. While the data is preliminary and will differ from final federal data, the trend is clear: after years of progress, highway deaths are heading in the wrong direction.

According to NHTSA, 94 percent of traffic crashes are related to human choices.[1] GHSA continues to hear from state agencies that the three predominant factors contributing to traffic deaths are still belts, booze and speed. Additionally, driver distraction and our society’s addiction to electronic devices is likely playing a role in the increase in deaths.

The good news is we know what works to save lives - high visibility enforcement of strong traffic laws coupled with public education and awareness. At the same time, state highway safety offices need the flexibility to try new approaches and strategies to administer their federally-funded programs. Too often, state programs are bogged down by unnecessary and repetitive paperwork and federal bureaucracy, which detract from the effort spent on safety.

GHSA is committed to working with our partners in the federal government, advocacy community and at the local level to reverse this trend.

Traffic Safety Facts – Pedestrians

February 2017 NHTSA - DOT HS 812 375

In 2015 there were 5,376 pedestrians killed (Table 1) and an estimated 70,000 injured (Table 2) in traffic crashes in the United States. A total of 5,295 traffic crashes (Table 4) had one or more pedestrian fatalities. On average, a pedestrian was killed every 1.6 hours and injured every 7.5 minutes in traffic crashes. Click for the full report.

Key Findings:
• In 2015, pedestrian deaths accounted for 15 percent of all traffic fatalities.
• Twenty-six percent of pedestrian fatalities occurred from 6 to 8:59 p.m. in 2015.
• In 2015, more than one-fifth (21%) of the children 14 and younger killed in traffic crashes were pedestrians.
• More than two-thirds (70%) of the pedestrians killed in traffic crashes in 2015 were males.
• Alcohol involvement-for the driver and/or the pedestrian-was reported in 48 percent of all fatal pedestrian crashes in 2015.
• In 2015, 90 percent of the pedestrians were killed in traffic crashes that involved single vehicles.
• Nineteen percent of the pedestrians killed in 2015 were struck in crashes that involved hit-and-run drivers.
Seat Belt Use in 2016 – Overall Results  
NHTSA November 2016 – DOT HS 812 351

Idaho has a seat belt use rate of 82.9%. Despite the improvement to vehicles and the increased seat belt use rate, in 2015, 62% of the passenger motor vehicle occupants that died in a crash were not properly restrained.

Seat belt use in 2016 reached 90.1 percent, up from 88.5 percent in 2015; this was a statistically significant increase at the 0.05 level. This result is from the National Occupant Protection Use Survey (NOPUS), the only survey that provides nationwide probability-based observed data on seat belt use in the United States. The NOPUS is conducted annually by the National Center for Statistics and Analysis of the National Highway Traffic Safety AdministrationSeat belt use has shown an increasing trend since 2000, accompanied by a steady decline in the percentage1 of unrestrained passenger vehicle (PV) occupants killed during the daytime (Figure 1). The 2016 survey also found the following:

- Seat belt use for occupants in the West is higher than in the other regions, Northeast, Midwest, and South, in 2016
- Seat belt use continued to be higher in the States in which vehicle occupants can be pulled over solely for not using seat belts (“primary law States”) as compared with the States with weaker enforcement laws (“secondary law States”) or without seat belt laws
- Seat belt use for occupants in rural areas increased significantly from 86.8 percent in 2015 to 89.5 percent in 2016.
- Seat Belt use for occupants of vans and SUVs increased significantly from 90.3 percent in 2015 to 92.3 percent in 2016

Grants of up to $60,000 available through April 6 for Idaho ADA curb ramp improvements

BOISE - Grants of up to $60,000 are available to organizations statewide through April 6, via the Idaho Americans with Disabilities Act (ADA) Curb Ramp Program. Local jurisdictions — cities, counties and highway districts — and tribal governments are eligible to submit an application. Funds will be used for construction starting by May 2018, and must be completed within a year.

http://itd.idaho.gov/alt-programs/
April is National Distracted Driving Awareness Month

How many times in the last week did you use your cell phone, eat a snack, change the radio station, or do any other task while you were driving? For most of us, driving isn’t our only focus when we’re behind the wheel. Unfortunately, these distractions are leading to fatalities that could otherwise be avoided.

According to the National Highway Traffic Safety Administration, in 2013, 3,154 people were killed and an estimated 424,000 were injured in motor vehicle crashes involving a distracted driver. That’s why NHTSA is focusing on ways to change the behavior of drivers through legislation, enforcement, public awareness and education—the same activities that have curbed drunk driving and increased seat belt use.

NHTSA’s campaign is centered on the slogan, “One Text or Call Could Wreck it All.” Its goal is to help drivers understand that texting, cell phone use, and other distractions behind the wheel can have dangerous consequences. To find out more go to www.distraction.gov

OHS is launching the “We Want You to PAY Attention” campaign during April using an Uncle Sam theme to remind drivers to drive attentively.

OHS is also supporting mini-grants for distracted driving special enforcement and awareness efforts. Operations such as Officer on a Bus will be supported if they are conducted in conjunction with local media. The following contains a description of a similar operation carried out in Moscow ID in 2016.

Contact Josephine Middleton at OHS for more information. Josephine.Middleton@itd.idaho.gov

Officer on a Bus” Distracted Driving Special Emphasis Patrols

In 2016, OHS partnered with the Moscow Police Department, Latah CSO and Idaho State Police formed a task force to address distracted driving in the City of Moscow, ID in August 23 and 25, 2016. In addition to the citations written there were several local new stories both on social media, radio, television stories generated, and at least 20 news media organizations across the country also picked up the story.

In addition to the conducting enforcement activities, the agencies who participated in the Officer on a Bus special emphasis patrols were encouraged to work with local media to inform the public about the enforcement efforts to help educate drivers on the risks of distracted driving. An online search shows there were at least 15 earned media reports generated across the state of Idaho and as far east as the State of Kentucky.
Contacts for your Convenience

The Idaho Office of Highway Safety has created an easy to use list of contacts to locate child passenger safety experts in your county. To order a supply of the double-sided cards, contact Sherry Jenkins sjenkins@itd.idaho.gov.
## 2017 CALENDAR

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

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description, Location</th>
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<tbody>
<tr>
<td>April 11, 2017</td>
<td><em>Oral Fluid Testing at Roadside</em></td>
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<tr>
<td><strong>April 18-19, 2017</strong></td>
<td>Idaho Highway Safety Summit, Boise ID <a href="http://www.highwaysafetysummit.com">www.highwaysafetysummit.com</a></td>
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<tr>
<td>April 17 – 28, 2017</td>
<td>DRE (Drug Recognition Expert) training – Register deadline through POST 1-31-17</td>
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<tr>
<td>May 8-11, 2017</td>
<td>Driver Education Instructor Conference <a href="mailto:aurie@sde.idaho.gov">aurie@sde.idaho.gov</a></td>
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<tr>
<td>May 22 – June 4, 2017</td>
<td>Mobilization – SEAT BELTS – Memorial Day Click it or Ticket</td>
</tr>
<tr>
<td>June 13, 2017</td>
<td><em>Jumpstart Your Investigation &amp; Prosecution: Resources for law enforcement and Prosecutors in Impaired Driving Cases.</em></td>
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<tr>
<td>July 11, 2017</td>
<td><em>The Basics of Prosecuting a Marijuana DUI</em></td>
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<tr>
<td>Aug 8, 2017</td>
<td><em>3D Crime Scene Scanning</em></td>
</tr>
<tr>
<td>Aug 18 – Sept 2, 2017</td>
<td>Mobilization – IMPAIRED – Labor Day</td>
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*TSRP – Traffic Safety Resource Prosecutor classes, click [http://www.tsrp-idaho.org/training_00.html](http://www.tsrp-idaho.org/training_00.html) for more information.*

![Alive 25](https://via.placeholder.com/150)

**Click to view or register for**

[Upcoming Alive at 25 courses in Idaho](http://www.tsrp-idaho.org/training_00.html)