



Quick Notes

From the Idaho Office of Highway Safety

August 17, 2015

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 2015 as of 8/14/15 = 123

Highway Safety Partners:

Since taking on the role as the new Highway Safety Manager, I have been astonished at the passion each one of you has for improving highway safety in Idaho. Whether it is seat belts, aggressive driving, distracted driving, impaired driving, Alive at 25, and much more; countless hours are being put in with a focus on the road Toward Zero Deaths.

Each one of us, individually and collectively, plays an enormous role in improving safety throughout Idaho. I commend you for the work you are doing, and encourage you to take every opportunity you can to educate and inform those you come in contact with of things they can do to help make Idaho's roads safer. As the famous basketball coach John Wooden said, *"It's the little details that are vital. Little things make big things happen."*

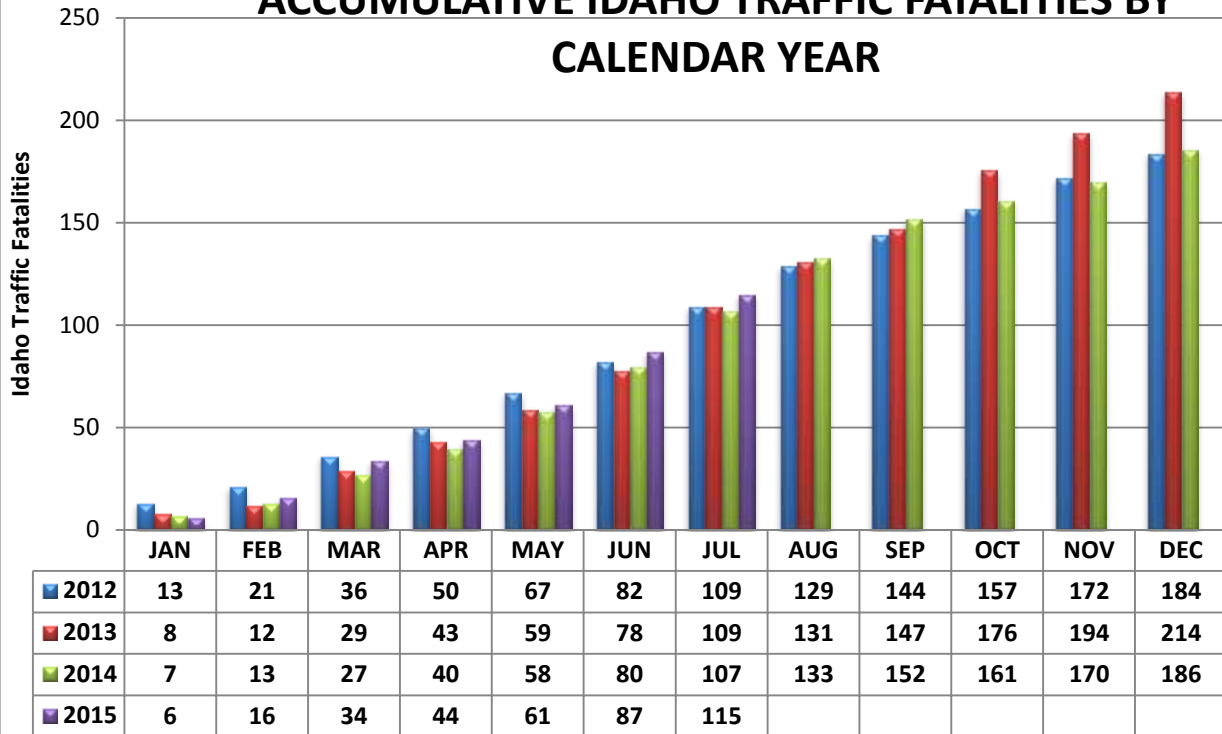
I look forward to getting to know more of you and working together to improve safety, so each person in Idaho can make it back home to their loved ones safe and sound.

John Tomlinson
 Highway Safety Manager
john.tomlinson@itd.idaho.gov

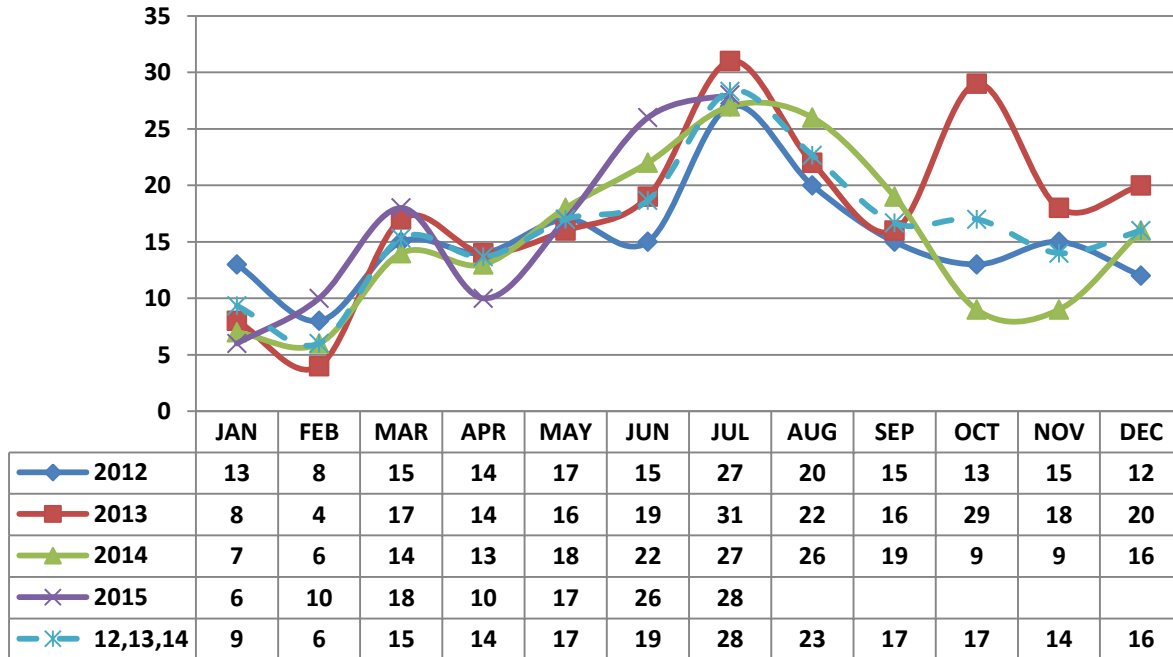
IDAHO TRANSPORTATION DEPARTMENT									
OFFICE OF HIGHWAY SAFETY									
Fatalities By the Month*									
JULY 2015									
MONTH						CUMULATIVE TOTALS			
	Actual 2012	Actual 2013	Actual 2014	12,13,14 AVERAGE	Actual 2015	Cumulative (12,13,14)			
	2012	2013	2014	AVERAGE	2015	2012	2013	2014	2015
JAN	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	26	82	78	80	87
JUL	27	31	27	28	28	109	109	107	115
AUG	20	22	26	23		129	131	133	
SEP	15	16	19	17		144	147	152	
OCT	13	29	9	17		157	176	161	
NOV	15	18	9	14		172	194	170	
DEC	12	20	16	16		184	214	186	
YEAR TO DATE	184	214	186	195	115				

*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.

ACCUMULATIVE IDAHO TRAFFIC FATALITIES BY CALENDAR YEAR



IDAHO MONTHLY TRAFFIC FATALITIES



National Coalition for Safer Roads (NCSR)



is partnering with organizations and communities across the country to raise awareness about the dangers of red-light running during National Stop on Red Week, August 2-8, 2015. Each day of the week is dedicated to different safety aspects, useful statistics and information, and heartfelt messages from supporters. The tools and

resources you need to promote National Stop on Red Week in your community are available at this link <http://ncrsafety.org/>.

LOOK TWICE for Motorcycles, Pedestrians and Bicyclists

This summer, State Farm urges drivers to look out for the pedestrians, motorcyclists, and bicyclists that will be out on the road, and to protect the safety of the passengers and pets with whom they may be traveling. This involves following the guidelines (and laws) for properly restraining our furry friends to avoid injury to people and animals alike. State Farm has pictures and fact sheets available on Flickr for tips on keeping our pets and children safe.



Expert Offers School Bus Safety Tips

Many injuries occur getting on and off the bus



MONDAY, Aug. 10, 2015 ([HealthDay News](#)) -- School bus safety is one of the many things parents need to review with their children before the start of the new school year, an expert says.

Between 2004 and 2013, school transportation-related crashes in the United States claimed more than 1,300 lives. That's an average of 134 deaths a year, according to the U.S. National Highway Traffic Safety Administration.

"As families begin to prepare for children returning to school, it's important for parents and children to go over school bus safety tips together. This will help ensure a safe, enjoyable start to the school year for everyone," Dawne Gardner, injury prevention coordinator at the Comprehensive Children's Injury Center at Cincinnati Children's Hospital Medical Center, said in a hospital news release.

Many injuries occur when children are boarding or exiting a school bus, research shows.

CHILD RESTRAINT RE-USE AFTER MINOR CRASHES

<http://www.nhtsa.gov/people/injury/childps/childrestraints/reuse/restraintreuse.htm>



NHTSA Position

- NHTSA recommends that child safety seats be replaced following a moderate or severe crash in order to ensure a continued high level of crash protection for child passengers.
- NHTSA recommends that child safety seats do not automatically need to be replaced following a minor crash.
- Minor crashes are those that meet ALL of the following criteria:
 - The vehicle was able to be driven away from the crash site;
 - The vehicle door nearest the safety seat was undamaged;
 - There were no injuries to any of the vehicle occupants;
 - The air bags (if present) did not deploy; AND
 - There is no visible damage to the safety seat
- Clarifying the need for child seat replacement will reduce the number of children unnecessarily riding without a child safety seat while a replacement seat is being acquired, and the number of children who will have to ride without a child seat if a seat were discarded and not replaced. The clarification will also reduce the financial burden of unnecessary replacement.

Background

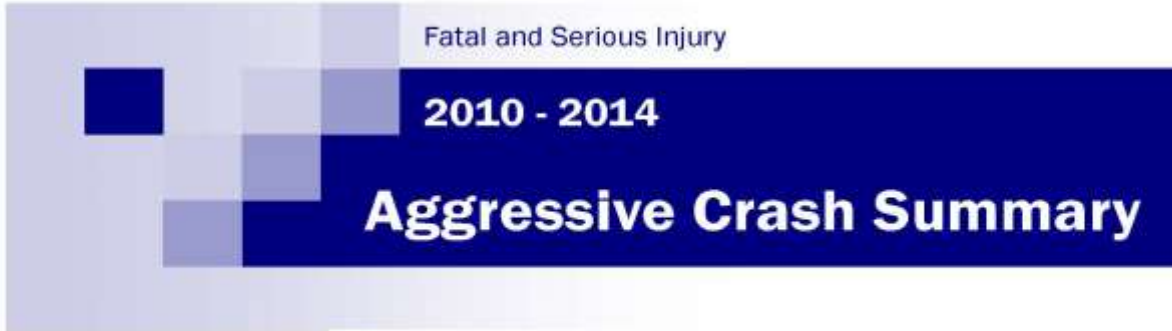
- Recent studies demonstrate that child safety seats can withstand minor crash impacts without any documented degradation in subsequent performance.
- The Insurance Corporation of British Columbia (ICBC) subjected nine new and used child seats restraining 3-year-old dummies to a series of 50 consecutive 15 km/h sled tests into a 40% offset barrier. Three seats were inspected visually; no damage was apparent as a result of the impacts. Three seats underwent x-ray inspection; no damage was detected. Three seats were tested in accordance with Canadian federal standards (CMVSS 213) and were found to be in compliance with all standards.
- ICBC performed four vehicle crash tests at 48 and 64 km/h, with two child seats restraining 3-year-old dummies in each vehicle. Each seat was subjected to multiple impacts and visually inspected. Defects were noted and the seats were re-tested. Seats always performed as well in subsequent tests as they did in the first test.
- The Insurance Institute for Highway Safety (IIHS) performed 30 mph vehicle crash tests with dummies from six months to three years in a variety of child restraint systems (CRSs). Most seats sustained minor damage (e.g., frayed webbing, small cracks in the hard plastic shell, strain-whitening on the plastic shell or chest clip) but all dummies remained well secured by the restraints. Four of the damaged seats were subjected to three additional 30 mph crash tests. Although additional minor damage was observed in subsequent tests, the seats met all federal standards.
- The agency searched for, but was unable to find any cases in which a child safety seats were damaged in a minor crash (as defined in **NHTSA Position**).

Note:

The agency is committed to maintaining policies that are science-based and data-driven. Stakeholders with data that address post-crash re-use of child safety seats are encouraged to provide this information to the agency.

Idaho Traffic Fact Sheet

Each year the Idaho Office of Highway Safety updates one-page fact sheets for over 11 different focus areas. The fact sheets are available for anyone who would like more information regarding a specific traffic crash topic. For the next several issues of Quick Notes an Idaho Traffic Fact Sheet will be shared. The sheets are one page, double sided.



Summary

Special points of interest:

- 39% of all fatal crashes
- 47% of all serious injury crashes
- 342 Fatal Crashes
- 374 People Killed
- 2,437 Serious Injury Crashes
- 3,123 People Seriously Injured
- 56% Killed were unbelted (passenger vehicles only ages 7 and older)



At the Idaho Transportation Department (ITD) our Strategic Plan is "Your Safety, Your Mobility, Your Economic Opportunity."

ITD is committed to providing the safest transportation system possible. Each year progress is made to eliminate death and serious injuries on Idaho's highways.

The goal, "Toward Zero Deaths," is the foundation upon which we work.

The crash data summarized is a 5-year average, 2010 through 2014. The source of the crash information is the ITD statewide crash database which consists of crash reports completed by all law enforcement agencies in Idaho.

An aggressive driving crash is determined by contributing circumstances. The six contributing circumstances that define an aggressive driving crash are:

- following too closely
- failure to obey stop sign
- failure to obey signal
- failure to yield

- exceeded posted speed limit.
- speeds too fast for conditions.

The top 10 counties represent 75% of the fatal and serious injury crashes occurring in Idaho over the last five years (table 1). The table shows the percent of crashes in the county compared to the percent of licensed drivers in a county.

Table 2 shows the involvement of gender and age. Involvement is determined by dividing the percentage of the group involved in crashes by the percentage of licensed drivers. The expected involvement is 1. A value greater than 1 indicates that the group is over involved in crashes.

Males represent 50% of all licensed drivers but make up 61% of the drivers involved in fatal and serious injury crashes.

Eighty-five percent of drivers were licensed in Idaho, 12% were from other states and the remaining drivers were from other countries or unlicensed.

Top Ten Counties

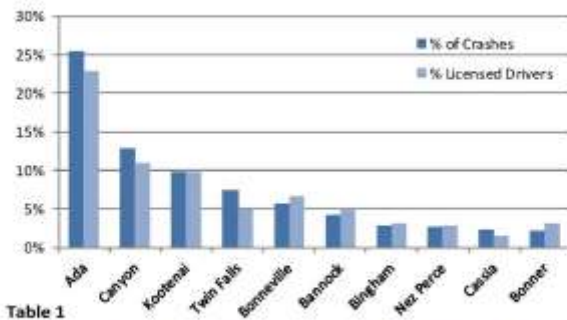


Table 1

Age of Drivers

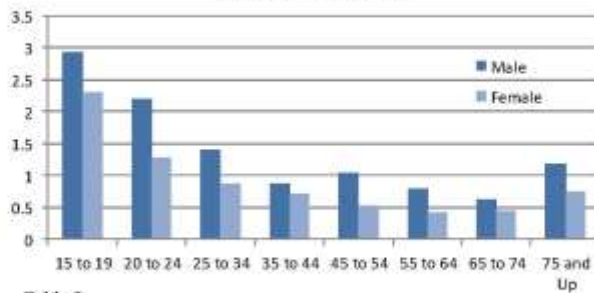
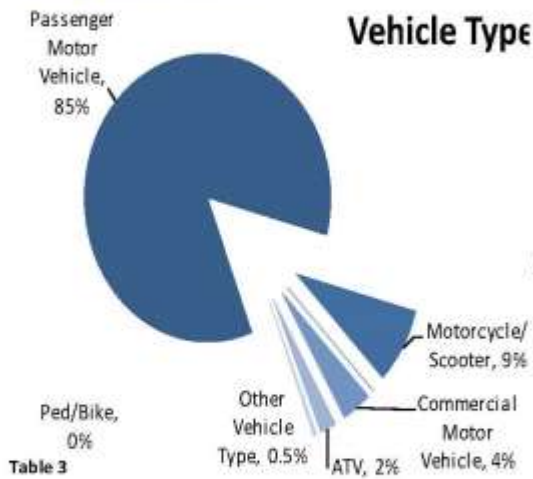


Table 2

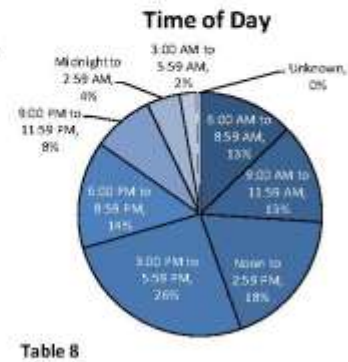
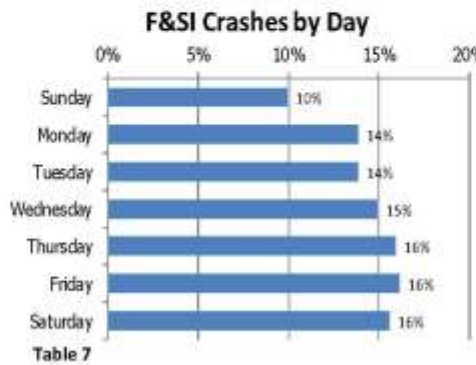
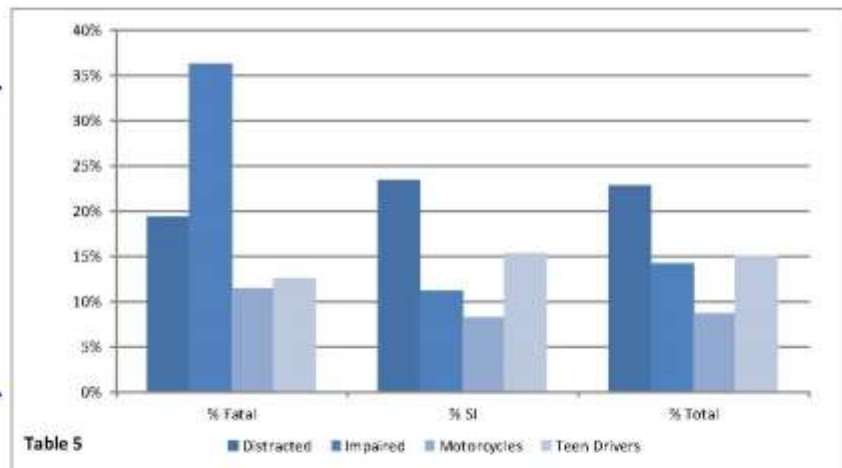
For more information about the Aggressive Driving Program contact Josephine Middleton, 208.334.8112, josephine.middleton@itd.idaho.gov

Aggressive Crash Summary



*Roads not maintained by the Idaho Transportation Department

This graph represents some of the other contributing factors in fatal and serious aggressive driving crashes.



For more information about the Aggressive Driving Program contact Josephine Middleton, 208.334.8112, josephine.middleton@itd.idaho.gov

2015 CALENDAR OF EVENTS

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

Date	Event Description, Location
May 22 – September 9	100 Deadliest Days (Sustained Traffic Enforcement)
August 21 – September 8	Impaired Driving Mobilization
September 30	2015 Federal Financial Year End

[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