



Driver Ed News

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Upcoming Professional Development

Boise Red Lion- February 6, 2016

Twin Falls Hilton Garden Inn- March 12, 2016

Lewiston Red Lion- April 9, 2016

Coeur d' Alene Hampton Inn and Suites- April 23, 2016

Pocatello Clarion Inn- May 7, 2016

Alternative Options for Training

March 14-15, Idaho Highway Safety Summit in Coeur d' Alene, [more information](#)

April 13-14, Zero Deaths Conference in Provo, Ut. [more information](#)

April 14-15, Idaho Prevention Conference in Sun Valley, [more information](#)

July 17-18, National Driver Education Conference in Portland, Oregon: [more information](#)

[View the new SDE website!](#)
<http://www.sde.idaho.gov/>

[Please take note the driver ed web address has changed!](#)
<http://www.sde.idaho.gov/sectr/driver-ed>

Mileage Reimbursement Rate Change

The Idaho State Controller's Office has a change in the mileage reimbursement rate for the state of Idaho. Effective January 1, 2016, mileage will be reimbursed at \$0.54 instead of \$0.555. Please use the new reimbursement form on the home page of the driver education page.

[CLICK HERE FOR NEW FORMS!](#)

2015

IDAHO YOUTH RISK BEHAVIOR SURVEY

Distracted Teen Drivers

In what the [AAA Foundation for Traffic Safety](#) called “the most comprehensive research ever conducted into crash videos of teen drivers,” researchers found that distracted driving plays a larger role in teen-related crashes than what police report data show.

The AAA Foundation of Traffic Safety researchers analyzed the 6 seconds leading up to a crash of almost 1,700 videos of teen drivers taken from in-vehicle event recorders. They found that distracted driving played a part in 58 percent of all crashes. This is much higher than 14 percent of all teen driver crashes that has been reported.

The study found that drivers, who were on their cell phones, kept their eyes off the road for an average of 4.1 out of the final 6 seconds leading to a crash. In fact, researchers found that teens, which were using their cell phones, didn't react more than half of the time in rear-end crashes and actually crashed without braking or steering.

Here is what the AAA Foundation for Traffic Safety found was the most common form of distraction in crashes involving teens in the study:

- Interacting with one or more passengers – 15 percent of crashes
- Cell phone use – 12 percent
- Looking at something in vehicle – 10 percent
- Looking at something outside the vehicle – 9 percent
- Singing/moving to music – 8 percent
- Grooming – 6 percent

“Unbuckled Passengers: An Overlooked Issue in Occupant Protection”

Too many passengers assume they do not need to wear seat belts when they ride in a vehicle, leading to hundreds of crash deaths each year, according to a study done for the Governors Highway Safety Association. It is estimated that buckling up may have prevented 400 passenger deaths last year. Rear-seat passengers are three times more likely to die in a crash if they are unbelted.

Furthermore, in a crash an unbelted rear-seat occupant presents a danger to anyone in the front seat. Fatality data from 2009 to 2015 showed that a belted driver was more than twice as likely to be fatally injured in a frontal crash when a person in the back was unbelted.

Seat belt use is only 78 percent in the rear, versus 87 percent in the front, using the latest observational data. In crashes involving a fatality, the gap in belt use was even greater: 60 percent in the rear compared with 74 percent in the front.

Another study, published earlier this year by the Children's Hospital of Philadelphia and the Insurance Institute for Highway Safety, found that even when belted, someone sitting in the rear seat of a newer vehicle has a 46 percent greater chance of dying in a crash than someone riding in the front passenger seat. The study took into account age and gender differences, and looked at the relative safety of rear-seat passengers in 2007-model-year and newer vehicles. It found that safety improvements made to airbags and seat belts in the front over the years are making the rear look less safe.

Still, the rear seat is the safest place for infants and children, according to both studies. It is time to direct some attention to the rear, where safety advances have not kept pace with the front.

The GHSA study calls for states without a primary seat-belt law to enact one and for states to include the rear seat in belt enforcement and belt-use education efforts.

The Children's Hospital and Insurance Institute study recommends improvements to rear-seat belts similar to those made to the front, such as adding reminder chimes to increase use.

In a sign that more attention may be directed to the rear, this week the National Highway Traffic Safety Administration announced it is proposing an improved frontal crash test to drive safety improvements in rear seats.

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