

Quarterly Report

VOLUME 20 NUMBER 3

NEW YORK

July 2017

Motor vehicle fatality estimates

Prepared by the Statistics Department, NSC

With continued lower gasoline prices and an improving economy resulting in an estimated 3% increase in the motor vehicle mileage, the number of motor vehicle deaths in 2016 totaled 40,200, up 6% from 2015 and the first time the annual fatality total has exceeded 40,000 since 2007. This 2016 estimate is provisional and may be revised when more data are available. The total for 2016 was up 14% from the 2014 figure. The annual total for 2015 was 37,575. The estimated annual population death rate is 12.40 deaths per 100,000 population, an increase of 5% from the 2015 rate.

The estimated annual mileage death rate is 1.25 deaths per 100 million miles traveled, an increase of 3% from the 2015 rate.

Medically consulted motor-vehicle injuries in 2016 are estimated to be about 4.6 million, an increase of 7% from the 2015 rate.

The estimated cost of motor-vehicle deaths, injuries, and property damage in 2016 was \$432.5 billion, an increase of 12% from 2015. The costs include wage and productivity losses, medical expenses, administrative expenses, employer costs, and property damage.

Drugged driving eclipses drunken driving in tests of motorists killed in crashes

For the first time, statistics show that drivers killed in crashes are more likely to be on drugs than drunk.

Forty-three percent of drivers tested in fatal crashes in 2015 had used a legal or illegal drug, eclipsing the 37 percent who tested above the legal limit for alcohol, according to a report released Wednesday by the Governors Highway Safety Association (GHSA) and the Foundation for Advancing Alcohol Responsibility.

Of the drivers who tested positive

for drugs, more than a third had used marijuana and more than 9 percent had taken amphetamines.

As drunken driving has declined, drugged driving has increased dramatically, and many of today's impaired drivers are combining two or more substances.

The number of drivers who tested positive for drugs after dying in a crash rose from almost 28 percent in 2005 to 43 percent in 2015, the latest year for which data is available.

By Ashley Halsey III from The Washington Post

RETRAIN

Check your PIRP instructor expiration date!

All Driving Safety Instructors must possess a current drivers license and attend a recertification class every 2 years.

Call for dates, locations & CLASS FEE for RETRAIN!!

USA Trainers:

Jim Meehan, 718.383.9259
Classes coming up in July
Maspeth, Queens (7/09)

Mary Ann Loiacono
917.208.1910
safetym1@aol.com

Classes coming up in July
Staten Island (7/16)&Lindenhurst (7/23)

Call or email for info & to enroll

NEW YORK

Make sure to follow all DMV and New York State laws governing PIRP classes!!

THE EMPIRE STATE

New York

National Highway Traffic Safety Administration (NHTSA)

Traffic Safety Performance Measures

	2011	2012	2013	2014	2015
Total Traffic Fatalities	1,171	1,180	1,202	1,041	1,121

Total Fatalities per 100 Million Vehicle Miles Driven

	0.92	0.92	0.93	0.81	0.88
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Passenger Vehicle Occupant Fatalities (all seat positions)

Total	604	629	616	540	564
Restrained	343	366	339	329	314
Unrestrained	187	206	186	155	171
Unknown	74	57	91	56	79
Alcohol-Impaired Driving Fatalities (BAC =.08+)	328	340	369	312	311
Speeding-Related fatalities	332	363	359	322	343

Drivers Involved in Fatal Crashes

Total	1,531	1,584	1,575	1,403	1,499
Aged Under 15	1	1	0	0	2
Aged 15-20	127	139	131	97	9
Aged Under 21	128	140	131	97	99
Aged 21 and Over	1,360	1,395	1,397	1,268	1,359
Unknown Age	43	49	47	38	41

Pedestrian Fatalities	287	30	336	264	307
Bicyclist and Other Cyclist Fatalities	47	45	40	46	36

	2011	2012	2013	2014	2015
New York Fatalities by Crash Type					
Total Fatalities (all crashes)*	1,171	1,180	1,202	1,041	1,121
Single Vehicle	746	732	784	674	699
Involving a Large Truck	114	100	188	98	126
Involving Speeding	332	363	359	322	343
Involving a Rollover	171	177	160	144	161
Involving a Roadway Departure	512	549	580	509	505
Involving an Inersection (or Intersection Related)	463	451	467	377	413

MORE STATISTICS (*)AVAILABLE AT
<https://cdan.nhtsa.gov/SASStoredProcess/guest>

(*) Most recent statistics available

In-car infotainment is a distraction

Think its safe to use a voice-activated in-car system to call your friend Dave or play the new Taylor Swift single? Think again. In two recently-published studies, researchers found it can take nearly half a minute to regain full focus on the road after giving voice commands to in-ear "infotainment" systems or smartphones, according to a University of Utah press release. "They are very distracting, very error prone, and very frustrating to use," lead researcher David Strayer says. "Far too many people are dying because of

distraction on the roadway, and putting another source of distraction at the fingertips of drivers is not a good idea."

The New York Times reports the studies looked at more than 300 drivers behind the wheels of 10 new vehicles.

According to the University of Utah, drivers remained distracted for between 15 and 27 seconds after issuing voice commands to dial phone numbers, send texts, change music, and more. Researchers say that's "a surprisingly long time," and CBS

News points out 27 seconds is enough time for someone driving 25 mph to travel the length of three football fields before fully returning his attention to the road. Safety advocates say carmakers are pushing voice-activated systems because they're profitable, not because they're actually safe to use while driving, the *Times* reports.

According to the University of Utah, thousands of people died due to driver distraction. "We now are trying to entertain the driver rather than keep the driver's attention on the road," one researcher says.

Most SUV headlights are unsafe, recent IIHS study finds

Most of the SUVs evaluated by the Insurance Institute for Highway Safety (IIHS) were found to have unsafe headlights, according to the industry group's standards

The IIHS tested the brightness of the headlights and how much glare they cause for oncoming drivers.

Of the 37 vehicles tested, only 2017 Volvo XC60 and 2017 Hyundai Santa Fe earned the top "good" rating, while 12 others were deemed "acceptable." The rest received grades of "marginal" or "poor."

In a similar study last year, the IIHS gave seven out of 11 pickup trucks a poor rating for headlight performance. The group says the test is important because most shoppers don't test drive vehicles in the dark, dusk or dawn, when half of traffic deaths occur.

SEE THE FULL LIST OF SUVs at <http://www.iihs.org/iihs/news/desktopnews/more-than-half-of-midsize-suv-headlights-tested-rate-marginal-or-poor>

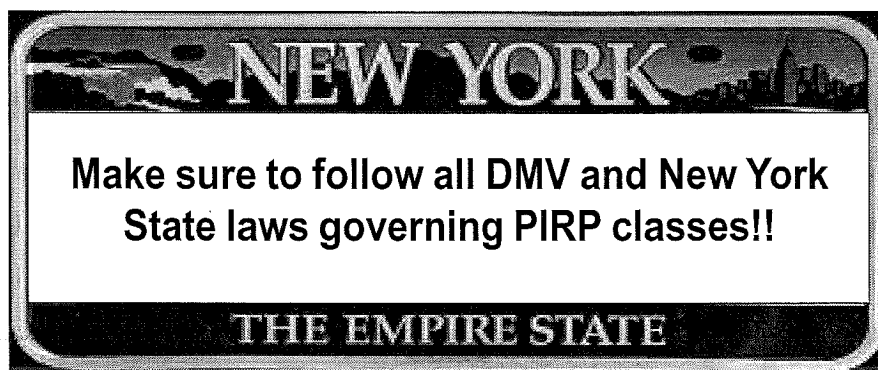
What is distracted driving?

Distracted driving is any activity that could divert a person's attention away from the primary task of driving. All distractions endanger driver, passenger, and bystander safety. While mobile phone use is the most recognizable driving distraction, drivers should avoid the following high-risk behind-the-wheel activities:

- ◆ Posting to social media
- ◆ Checking email
- ◆ Eating
- ◆ Grooming
- ◆ Reading
- ◆ Programming a navigation system
- ◆ Watching a video
- ◆ Adjusting a radio, CD player, or MP3 player.

What are ways to end distracted driving?

The best way to end distracted driving is to educate all drivers about the danger it poses. Any type of behavior that draws a motorist's attention away from driving is dangerous. Some simple tips to end distracted driving includes waiting until later to talk or text, use an app to disable texting when driving or safely pull over to the side of the road if a phone call or text cannot wait.



Connected Vehicles: The Future of Transportation

The National Highway Traffic Safety Administration (NHTSA) is committed to improving safety and mobility on our nation's roadways. As we look ahead to the next stage of roadway safety in America, vehicle-to-vehicle (V2V) communication technology shows great promise in transforming the way Americans travel. Using V2V technology, vehicles ranging from cars to trucks and buses to trains could one day be able to communicate important safety and mobility information to one another that can help save lives, prevent injuries, ease traffic congestion, and improve the environment.

V2V communication's ability to wirelessly exchange information about the speed and position of surrounding vehicles shows great promise in helping to avoid crashes, ease traffic congestion and improve the environment. But the greatest benefits can only be achieved when all vehicles can communicate with each other. That's why NHTSA has been working with the automotive industry and academic institutions for more than a decade to advance V2V's life-saving potential into reality.

Citing an enormous potential to reduce crashes on U.S. roadways, the

U.S. Department of Transportation issued a proposed rule that would advance the deployment of connected vehicle technologies throughout the U.S. light vehicle fleet. The Notice of Proposed Rulemaking would enable vehicle-to-vehicle (V2V) communication technology on all new light-duty vehicles, enabling a multitude of new crash-avoidance applications that, once fully deployed, could prevent hundreds of thousands of crashes every year by helping vehicles "talk" to each other.

"We are carrying the ball as far as we can to realize the potential of transportation technology to save lives," said Anthony Foxx, previous U.S. Transportation Secretary. "This long promised V2V rule is the next step in that progression. Once deployed, V2V will provide 360-degree situational awareness on the road and will help us enhance vehicle safety."

"Advanced vehicle technologies may well prove to be the silver bullet in saving lives on our roadways," said NHTSA Administrator Mark Rosekind. "V2V and automated vehicle technologies each hold great potential to make our roads safer, and when combined, their potential is untold."



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WORKBOOK ORDERS

1) Must ship to physical address
(can NOT ship to P.O. Box)

2) Complete/provide ALL information on form, especially contact, agency name & number and full address

3) If paying with credit card, provide CVC (3 digit code)

EMERGENCY CONTACT

In the event USA is experiencing trouble with our phone network, scan your requests and email to lbagwell@usatraining.com

2017

HOLIDAY SCHEDULE USA TRAINING

USA Training Company will be closed on the following dates:

July 4 - July 4th Holiday

September 4 - Labor Day

October 9 - Columbus Day

Nov. 10 - Veterans Day Observed

November 23 & 24 - Thanksgiving

December 25 & 26 - Christmas

NEW YORK

Make sure to follow all DMV and New York State laws governing PIRP classes!!

THE EMPIRE STATE