



STAY SAFE FROM THE DEADLY DAYS OF SUMMER

More Americans die in motor vehicle crashes during June, July, and August than any other time of the year.

With more drivers taking to the road and more traffic crashes taking place during the summer, this period has turned into one of the most dangerous and deadliest times of the year. But there is hope – because wearing your safety belt is the single most effective way to protect yourself in a deadly vehicle crash.

One of the biggest challenges is getting more teens, more young adult males and more pickup truck drivers to buckle up. These three groups are least likely to wear their safety belts and are among those still at greatest risk of dying in a traffic crash.

More teenagers die in vehicle crashes during the summer months than at any other time of the year.

Part of the reason is teen drivers average



44 percent more hours behind the wheel during the summer months than during the school year – and 47 percent of them are driving at night as compared to 6 percent during the school year. And too many of them are still not wearing their safety belts.

The numbers jump even higher among young adult males. Nearly two-thirds (62 percent) of the young males 18 to 34 who were killed in crashes were not wearing their safety belts – compared to just over half (52 percent) among young women of the same age group. By comparison, among those 35 and older that

were killed in crashes, 46 percent were not buckled up.

Young male pickup truck drivers are also at great risk because observed safety belt use among pickup truck drivers is only 70 percent, among the lowest for any demographic group – and significantly lower when compared to the 81 percent usage found in passenger cars and 83 percent in SUVs and vans.

Even more alarming, the ejection rate for occupants of light trucks involved in fatal crashes is nearly double the rate for passenger car occupants – because pickup trucks in fatal crashes roll over twice as often as passenger cars. But drivers and passengers can increase their odds of survival in a rollover crash by nearly 80 percent if they are wearing their safety belts.

Please help save someone’s life this summer. Remind all drivers and passengers to ***Buckle Up - Every Trip,***

DON'T FORGET TO REGISTER
FOR THE 2005 TENNESSEE LIFESAVER CONFERENCE
This year's conference will be held at the Gaylord Entertainment Center in Nashville on Friday, August 26. The conference is **FREE** to any individual interested in attending, but pre-registration is required. You may register by calling the Governor's Highway Safety Office @ 615.741.2589 or by registering on line at www.tntrafficsafety.org.
The conference hotel is the Hilton Nashville Downtown. Please call the Hilton @ 1-800-445-8667 to reserve your room

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GHSO Sponsored Spanish Communication Training Receives National Recognition

U.S. House of Representatives floor Wednesday, May 18, 2005
Presented by Congressman Lincoln Davis

Mr. Speaker: I rise today to recognize the efforts of individuals in Tennessee who are providing a much needed training program for the law enforcement community. Columbia State Community College under the direction of its President, Dr. Rebecca Hawkins, in partnership with the Governors Highway Safety Office directed by the distinguished Charles Taylor, along with countless others have worked together to institute a Spanish Language Training program for police officers.

These two organizations have joined in the development of the Tennessee Criminal Justice Language Academy. The Academy is housed at Columbia State Community College and provides Spanish language training for police officers in Tennessee. The program is funded through a grant from the National Highway Traffic Safety Administration (NHTSA).

As you know, Mr. Speaker, the Hispanic population is surging across our nation. A large number of Latino and Hispanic individuals have made their way into Tennessee. Both urban and rural communities in Tennessee have seen a great influx of people with Hispanic origin. This causes new demands on the social institutions of our state and it has created a major need in the law enforcement community. Law enforcement officers must be able to communicate with the citi-

zens in their communities or they will not be effective in carrying out their duties. In large cities, police departments sometimes have officers who can speak the diverse languages of the citizens, but this is not the case in most areas of Tennessee due to the rural composition of our state. Most law enforcement in Tennessee are English speaking only, which causes many disadvantages for both the officers and the Hispanic citizens in the community.

Verbal communication is crucial for police officers in traffic stop situations. The officer and driver must have a common understanding and way to communicate. If not, a barrier develops leaving both the officer and the Hispanic citizen with few options to resolve the issue. Officer safety becomes a problem in these type cases as well.

In traffic stops where the driver is suspect of being impaired it is extremely important for the officer to be able to communicate with the individual. The commands for the NHTSA approved Standardized Field Sobriety Test (SFST) must be given by the officer and understood by the suspect to be effective. If the officer cannot speak and understand Spanish and the suspect cannot speak and understand English then the SFST is not effective in assisting the officer in making the decision to arrest or not. This leaves two scenarios: the



GHSO Director Chuck Taylor with the official Congressional Record Award.

officer allows the impaired driver to leave without arrest, or an innocent driver is arrested. The breach of communication causes both actions.

Tennessee has not overlooked these problems. The Hispanic population is already in our communities, and we have started providing training to law enforcement agencies so that a bridge of communication can be built. The Spanish for Law Enforcement Program has trained over 1000 officers thus far. This joint program by the Tennessee Governors Highway Safety Office and Columbia State Community College serves as a model for other states that are experiencing the same need. Simply put, this program provides officers in Tennessee with a necessary new tool to better serve their communities. ■

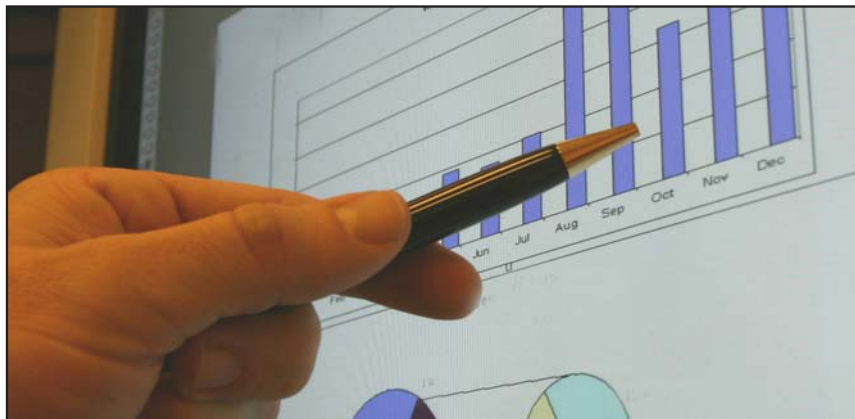
ATTITUDES ABOUT IMPAIRED DRIVING IN TENNESSEE

Each year lives are needlessly lost on Tennessee road and highways in alcohol-related crashes. In 2003, NHTSA estimates that 447 deaths, or 37% of all traffic fatalities in Tennessee, involved a driver or non-occupant with a positive BAC, of which 404 involved someone with a BAC at or above the legal limit of impairment in the State (0.08 g/dl). While the alcohol-related fatality rate has declined over the past decade, alcohol remains a major contributing factor to traffic crashes in Tennessee.

But do Tennesseans perceive impaired driving to be an important public problem? To answer these questions the Center for Transportation Research at the University of Tennessee, Knoxville, conducted a telephone survey of 1,536 Tennesseans aged 16 years and above. The interviews were conducted from January 15 to March 15, 2004, and respondents were selected via random digit dialing. The survey has a margin of error of $\pm 2.5\%$ at the 95% confidence level and was sponsored by the Tennessee Governor's Highway Safety Office.

Clearly, Tennesseans do perceive impaired driving to be an important public issue for government to address. In terms of where tax dollars are spent, the vast majority of respondents (83%) think reducing drunk driving is "very important." This opinion is shared by people from all demographic backgrounds.

While nearly all are of the same mind about the need to combat impaired driving, there is no consensus about



the nature of the problem. For instance, about 60% either "strongly" or "somewhat" agree that most drinking-drivers are problem drinkers, while about 40% disagree with this characterization. Furthermore, opinions about who is the typical drinking-driver vary substantially by background, as African Americans and those with lower levels of education and income are more likely to think most drinking-drivers are problem drinkers.

Tennesseans are in greater agreement that driving after drinking alcohol is unacceptable behavior. Nearly six out of every 10 respondents "strongly agree" that people should not be allowed to drive after drinking any alcohol and an additional 17% "somewhat agree."

Another focus of the survey was to ascertain public attitudes about current laws and other strategies for reducing drunk driving. About one-third of respondents perceive drinking-and-driving laws to be "very strictly" enforced by police in their area and an additional 48% perceive

these laws to be "somewhat strictly" enforced. Only 7% responded that drinking-and-driving laws are enforced by police "rarely" or "not at all."

However, Tennesseans are slightly less positive about the effectiveness of current laws and penalties at reducing drunk driving. Only 13% of respondents think that current laws and penalties are "very effective" while 48% regard them to be "somewhat effective." As with perceptions of law enforcement effort, attitudes about the effectiveness of these laws do not differ substantially across demographic groups. Additionally, the following interventions are regarded to be "very effective" at reducing drunk driving by most respondents: provide alternative transportation, increase server liability, increase law enforcement, and prohibit open containers of alcohol in moving motor vehicles. Respondents are less enthusiastic about the effectiveness of making it more difficult to purchase alcohol and increasing access to alcohol treatment programs. ■

GHSO Training 2005 Calendar: Chattanooga, Memphis

CHATTANOOGA AUGUST 8-12

- Electronic Traffic Crash Reporting
- Officer Spanish Communication I & II
- Safe and Legal Traffic Stops
- Standardized Child Passenger Safety Training

CHATTANOOGA AUGUST 15-19

- Cops in Court
- In-Car Videotaping User Training for DUI Enforcement and Prosecution
- Introduction to Child Passenger Safety
- Officer Spanish Communication III
- Safe Transportation of Children with Special Needs
- Standardized Field Sobriety Testing Training/Protecting Lives, Saving Futures

MEMPHIS SEPTEMBER 12-16

- Electronic Traffic Crash Reporting
- Officer Spanish Communication I & II
- Safe and Legal Traffic Stops
- Standardized Child Passenger Safety Training

MEMPHIS SEPTEMBER 19-23

- In-Car Videotaping User Training for DUI Enforcement and Prosecution
- Introduction to Child Passenger Safety
- Officer Spanish Communication III
- Safe Transportation of Children with Special Needs

Note: For correct dates and times of the 2005 GHSO Training schedule, please visit the Tennessee Traffic Safety Resource Service Website at: www.tntrafficsafety.org ■



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LEGISLATIVE UPDATE

The following laws listed below were amended and became effective July 1, 2005:

- Child Passenger Booster Seat T.C.A. 55-9-602 was amended to 4'9"
- Multi- Blood Testing Law T.C.A. 55-10-406 was amended
- Child Endangerment While Driving Intoxicated T.C.A. 55-10-403 was amended
- Leaving the Scene of an Accident T.C.A. 40-7-103
- Cell Phones usage and Teen Driving prohibited, T.C.A. 55-50-311

To obtain more information or to view these laws, please visit www.tntrafficsafety.org/laws

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