

U T A H

NETS

Network Of Employers
For Traffic Safety

Help Those Who Help Us Move Over for Law Enforcement



Routinely, motorists fail to move over and provide an area of space for safety when an officer is stopped near the side of the road. As the roads become icy this winter, remind your

with its emergency lights on - whether it is police, fire, ambulance or wreckers - that drivers need to slow down and move over creating a one-lane cushion for emergency personnel. If it's not feasible to move over to the next lane, drivers must slow down and move over as far as safely possible within their lane of travel. This allows not only for the safety of police, fire and ambulance personnel, but also for all other parties, including crash victims, stranded motorists and drivers stopped for traffic violations.

drivers about the importance of Utah's "Move Over Law." The law requires that as a motorist approaches an emergency vehicle on the side of the road

The Sun Advocate

Sharing the Road with Snowplows

Although snowplow drivers work hard to decrease dangerous winter driving conditions and keep roads safe, sometimes the snowplow itself ends up being a hazard. Efforts are ongoing to improve approach warning signals for other drivers and make operating vehicles safer, but snowplow collisions continue to occur. Various departments of transportation offer the following tips for driving near and around snowplows.

Don't be caught off guard by the slow speed of a snow plow. When approaching one, allow plenty of time to slow down. Snowplows travel well below the posted speed limit.

Do not break suddenly when you are in front of a snowplow. Larger moving vehicles have longer stopping distances.

Do not travel beside a snowplow; they can drift

sideways if they hit a snowpack or snowdrift.

Before attempting to pass a snowplow, check the direction of the snow discharge to avoid snow and debris thrown from equipment that might decrease visibility. Also, plows are wider than most vehicles, and portions of plow blade can be hidden by swirling snow.

Although it may add to travel time, often the safest choice is to slow down and remain behind a snowplow.



*Traffic Safety
Vol. 08 No. 1 2008*



Fun & Interesting Winter Driving Quiz

Test your knowledge, and the knowledge of your employees about the "Do's and Don'ts" for responsible winter driving. Always remember the first question for driving in inclement weather: "Is it safe to drive at all?"

1. Should you over inflate or under inflate your tires during cold winter months?

- a) Over inflate, because tire pressure is lower in cold temperatures and you need more air
- b) Under inflate, because you need the added traction that comes from having more tire tread on the road
- c) Neither

2. If caught in a snow storm and you have to walk in the street, should you...?

- a) Walk in the street in the same direction as the traffic
- b) Walk in the street facing oncoming traffic

3. If your car is equipped with anti-lock brakes and you are braking on snow or ice, should you...?

- a) Pump the brakes repeatedly because it will keep you from going into a skid
- b) Pump the brakes repeatedly because that is how you engage the anti-lock feature
- c) Apply firm and continuous pressure to the brakes

4. The usefulness of daytime running lights has never been established as reducing the number of traffic accidents.

True or False?

5. What percentage of adult pedestrians, struck by cars, have blood alcohol levels of 0.10% or higher?

- a) 25%
- b) 35%
- c) 50%

6. Where are pedestrians more likely to be hit by a car?

- a) At an intersection
- b) At another point in the road

7. What day of the week are you most likely to get into a traffic accident?

- a) Tuesday
- b) Friday
- c) Saturday

8. When sliding into a skid, is it best to...?

- a) Turn the steering wheel in the direction of the skid
- b) Turn the steering wheel in the opposite direction of the skid
- c) Turn the steering wheel straight ahead

9. When approaching a snowy or icy hill, should you...?

- a) Accelerate to reach the top as quickly as possible
- b) Come to a complete stop and then begin the ascent
- c) Slow up before reaching the hill and make the ascent slowly and steadily

10. When heading down a snowy or icy hill, should you...?

- a) Come to a complete stop and then make your descent
- b) Shift into a lower gear and make a slow descent
- c) Make your descent using your brakes to slow you down



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Winter Driving Answers



1- c) Neither. Tires should be maintained at the level recommended by the manufacturer. Under inflation and over inflation increase tire failure and skidding. Always check them "cold" – that is, before you drive them.

2- b) Walk facing the oncoming traffic. You will be better able to alert oncoming traffic and be able to see and react if any cars veer into your path. Wear bright clothing or wrap a bright scarf or windbreaker, around you.

3- c) If you have anti-lock brakes, apply firm and continuous pressure. Anti-lock brakes automatically pump the brake many times a second so any pumping you do will only impair their effectiveness. If your car does not have anti-lock brakes, you can mimic that effect by pumping the brakes.

4- **False** It is as important to be seen as it is to see. The use of daytime lights reduces multiple-vehicle accidents by as much as 11% and left-turn crashes by as much as 37%. If your car is not already equipped with daytime running lights, turning on your headlights during the day could help keep you from becoming a traffic accident statistic.

5- c) 50%. Just as it does with motor vehicle accidents, alcohol impairment plays a large role

among pedestrians who are hit by vehicles. It is important for drivers to be on guard and not assume that pedestrians will be rational.

6- b) More pedestrians are struck by cars at points in the road other than intersections. The main reason is the number of pedestrians who "dart out" from between parked cars and the limited amount of response time a driver may have to react.

7- c) Saturday. By a wide margin Saturday has the most accidents. The lowest days for traffic accidents are Monday, Tuesday and Wednesday.

8- a) Turn in the direction of the skid. It may seem counterintuitive at first and even a little scary when doing it, but turning into the skid is your best chance to regain traction. Turning in any other direction will only reduce the traction.

9- c) You'll have the best chance of safely making it up a hill by approaching it at a slow speed and maintaining that slow speed at a steady rate.

10- b) Shifting into a lower gear before making your descent and maintaining a slow steady speed, rather than using your brakes, will improve traction.

Answers based on information from: Tire Industry Safety Council, U.S. Department of Transportation's National Highway Traffic Safety Administration, National Center for Statistics & Analysis and the Insurance Institute for Highway Safety.

Federal Rule Limits Truckers' Hours on Road to 11

Truck drivers will be limited to driving only 11 hours and working no more than 14 hours in a day under a rule the Federal Motor Carrier Safety Administration (FMCSA) recently issued. FMCSA based the rule on an exhaustive scientific review and designed it to ensure truck drivers get enough rest to perform safely. The rule also requires drivers to spend at least 10 hours resting between shifts before going



back on the road. They cannot operate a truck if they have worked more than 60 hours in a given week. "These rules are crafted to match what we know about drivers' circadian rhythms and the real world work environment truckers face every day," according to FMCSA Administrator John Hill. For more information visit: www.federalregister.gov./OFRUpload/OFRData/2008-27437_PI.pdf.

FMCSA news release, November 18, 2008.





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NETS NEWS

If you would like to submit items for use in the newsletter, send them to:

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