Beware of counterfeit car seats. Fake car seats have been spotted throughout the state and are not deemed safe for families to use. Always know the source for car seat purchases because faulty restraint systems are not crash tested and are typically missing several warning labels.

See the differences between real and fake car seats [here](#).

How to ensure your child is riding in the vehicle safely. Three out of four car seats are installed incorrectly, and 88% of children in Kansas aged 5-9 are buckled. Car seats and boosters provide protection for infants and children in the event of a crash. It is important to always choose and use the right car seat that is appropriate for a child’s age and size.

View the child passenger safety segment [here](#).

Back to school safety tips for all drivers, students and parents. Did you know the greatest risk to a child isn’t riding in a school bus, but approaching or leaving one? In the U.S. from 2008 to 2017, there were 264 school-age children killed in school-transportation-related crashes. The majority of those students weren’t on the bus; 203 were either walking, waiting for the bus, biking, or in another vehicle.

Learn how to stay alert on the road this school year [here](#).

The Toll

Red light running death toll hits 10-year high. The number of people killed by impatient and reckless drivers blowing through red lights has reached a 10-year high. More than two people — drivers, passengers, pedestrians and cyclists—are killed every day on U.S. roads in red light running crashes, a 28% increase since 2012. The data shows that red light running continues to be a traffic safety challenge.

View the report [here](#).

More than a quarter of Americans won’t ride in autonomous vehicles. Some 44% of Americans said they would ride in a self-driving Uber vehicle today as compared with 35% who said they would never do so. While some consumers may be warming up to the idea of autonomous vehicles entering the mainstream, their acceptance is tempered with caution.

See the survey [here](#).
Roundabout

Drivers often don’t acknowledge drug use. When asked about drug use, drivers’ answers often contradict tests. An IIHS (Insurance Institute for Highway Safety) study based on national roadside surveys has found that many drivers who tested positive for drugs didn’t report taking them. The finding underlines the importance of conducting blood or saliva tests to understand the extent of the drug-impaired driving problem.

View the report here.

Speed identified as the best predictor of car crashes. Speeding is the riskiest kind of aggressive driving, according to a unique analysis of data from on-board devices in vehicles. Researchers examined data from 28 million trips for possible links between four bad driving behaviors—speeding, hard braking, hard acceleration and hard cornering—and the likelihood of crashes.

To see the article go here.

Roadmap

How a small European country went from among the most dangerous to topping the U.S. in road safety. The recent progress of Moldova in Eastern Europe is combating its high traffic death toll to demonstrate the importance of traffic safety for locals and tourists. According to the U.S. State Department, road collisions are the biggest threat to safety and remain the top killer of Americans who travel abroad.

Visit the article here.

Novice Drivers

AAA Kansas scholarship opportunity for SAFE senior students. The AAA Kansas Traffic Safety Fund is providing two scholarships to Class of 2020 high school seniors who have successfully made an impact in teen driver safety.

Learn more about the scholarships here.

From the Kansas Strategic Highway Safety Plan Education Support Team Emphasis Area: Occupant Protection

The purpose of the Occupant Protection Emphasis Area Team is to develop data-driven action plans that encourage drivers and passengers to wear seat belts at all times. The Occupant Protection team develops performance measures, sets objectives, selects strategies and identifies needed resources, including funding, legislation, staff and lead agencies. Implementing the strategies will require various combinations of the 4E’s of traffic safety: education, enforcement, engineering and emergency medical services. The outcome sought by the Occupant Protection team is the implementation of the Strategic Highway Safety Plan through safety-related programs and projects. Implementation may depend on policy changes, media attention, education and awareness campaigns, enforcement mobilization and programs aimed at low seat belt use groups. Some efforts will be statewide; others will target geographic areas with low rates of seat belt use.

For more information about the goals and strategies for Occupant Protection (pages 37-44), visit the Kansas Strategic Highway Safety Plan here.