



GTSB REPORT

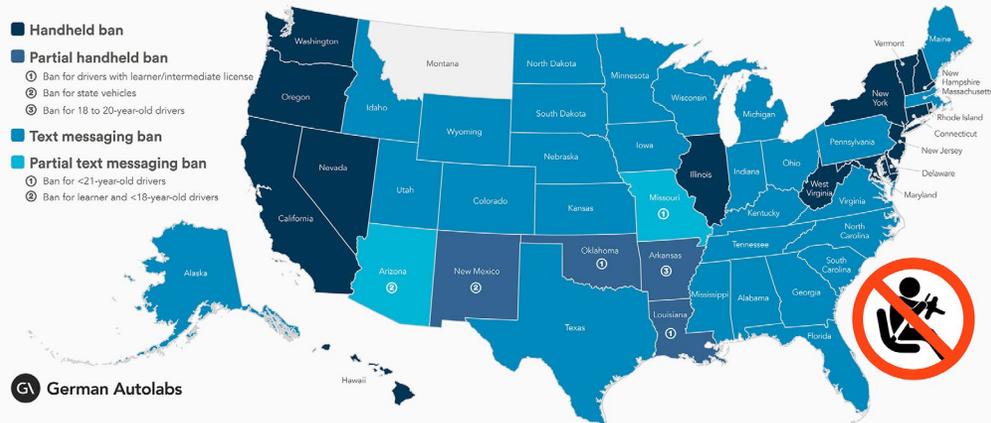
December 2020

DISTRACTED DRIVING



US cellphone driving ban - map

Using a cellphone while driving is highly restricted in the US.



HANDS-FREE LEGISLATION

The Iowa State Patrol and the Governor's Traffic Safety Bureau have identified distracted driving as their greatest highway safety concern due to a sharp increase in the number of crashes and deaths related to texting and general cell phone use behind the wheel.

The Iowa Department of Public Safety seeks to support SF76 (*limiting cell phone use while driving*) or to propose similar legislation.



IOWA LAW DIFFICULT TO ENFORCE

Iowa Code § 321.276 currently prohibits a driver from using a cell phone to send electronic messages, but permits cell phone use for a variety of other tasks. It is difficult to enforce the current law and change driver behavior because it's virtually impossible to discern how the cell phone is being used. Furthermore, the level of distraction is not due to the task being performed but rather the mere use of a cell phone while driving.

HANDS-FREE SUPPORT GROWS

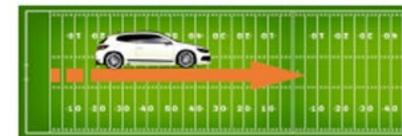
In 2017, 3,166 people were killed by distracted driving in the U.S. Currently, 20 states and Washington D.C. prohibit ALL DRIVERS from using cell phones while driving, including Illinois and Minnesota. (NHTSA, 2017)

In a recent Iowa poll, **ONLY 29%** of Iowa drivers stated they **NEVER USE CELL PHONES WHEN DRIVING.** (GTSB, IDOT)



Nationally, only 5.4% of drivers said they "personally approved of typing or sending a text while driving." (AAA Traffic Safety Culture Index, 2018)

PHONE DISTRACTIONS INCREASE CRASHES



The maximum amount of time a driver can safely divert their attention from the road is 2 seconds, it takes a driver 5 seconds on average to send a text message. In that time, a driver will travel app. 1.5 football fields at 65 mph. (TeenSafe, 2018)

SPEED

Sheriff's Office
Partnerships:

Cerro Gordo County

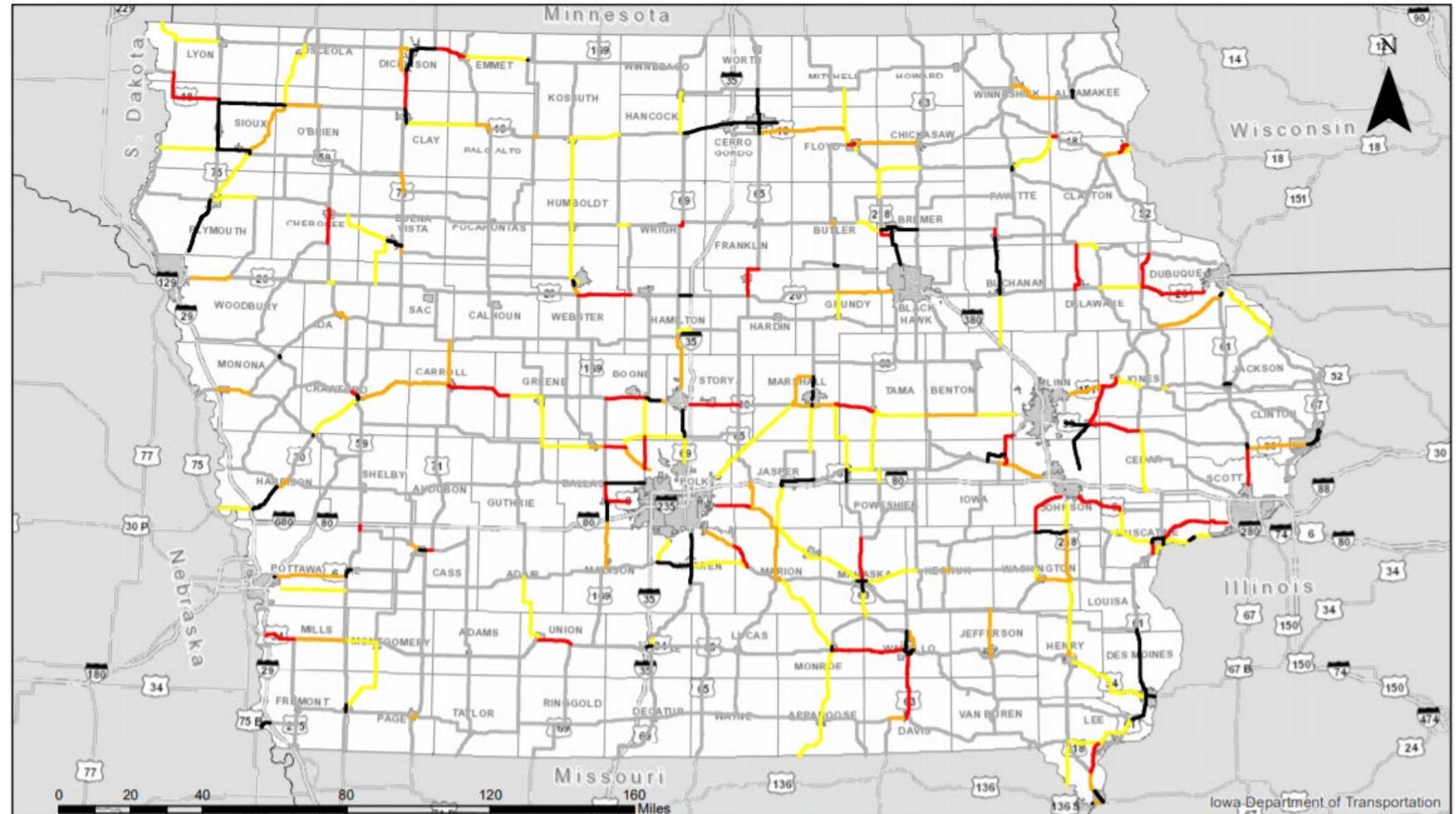
Jasper County

Lee County

Plymouth County

Warren County

Iowa State Patrol –
partnering with above
listed counties



Speeding-Related* Crash Density Ratio on US and Iowa Segments (Version 1)***
2015 to 2019**

Crash Density Ratio



* Speeding-related = Crash with any of the following driver contributing circumstances.

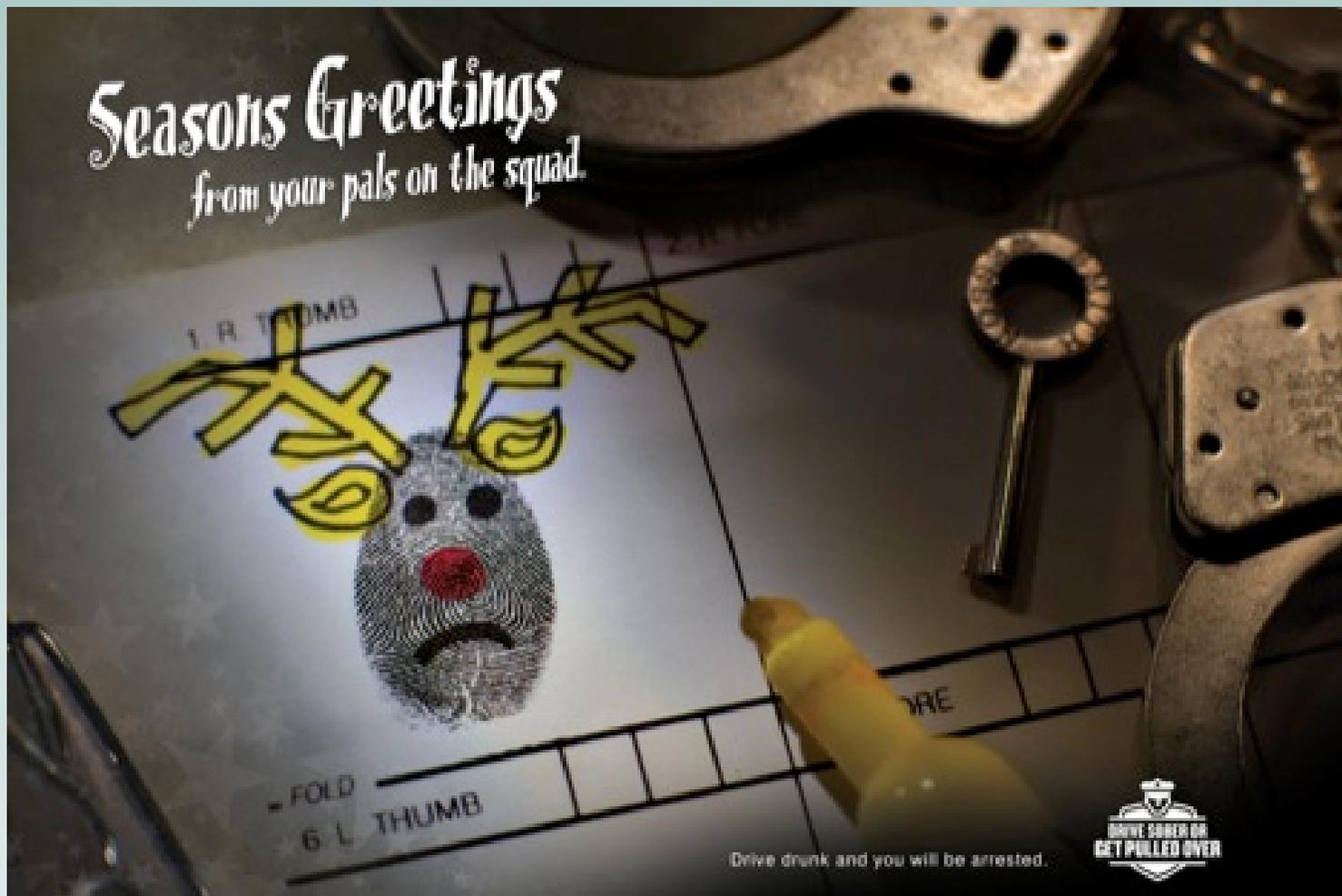
- Exceeded authorized speed
- Driving too fast for conditions
- Followed too close
- Operating vehicle in a reckless, erratic, careless, negligent manner
- Aggressive driving/road rage

** Crash Density Ratio = Crashes per mile along segment/statewide average crashes per mile

*** US and Iowa Segments (Version 1)
• Excludes the nine state MPOs.
• Average segment length = 10.6 miles



DECEMBER DRIVE SOBER OR GET PULLED OVER CAMPAIGN



SPECIAL TRAFFIC ENFORCEMENT PROGRAM

sTEP 2021

sTEP Up Enforcement to Save Lives

December 2020

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

OCCUPANT PROTECTION

Are Iowan Children Buckled Up?

Results from Iowa's 2019 Child Passenger Restraint Survey



Among 3,088 children ages birth to 17

94.9%

were properly restrained in accordance with Iowa law.

99.0%

1-year-olds or younger

A child under 1 year old and weighing <20 lbs must be secured in a rear-facing child restraint system.

92.5%

2 to 5 year olds

A child age 1 up to 6 years old must be secured in a child restraint system.

96.5%

6 to 13 year olds

A child from age 6 to 11 must be secure in a child restraint system or by a safety belt.

92.3%

of teens (ages 14-17) were using a seat belt.

We surveyed 36 communities ranging in size from about 1,400 to 217,000 people each.

← 2019 compared to 2020 →

≤1 year olds =



2-5 year olds =



6-13 year olds =



14-17 year olds =



Are Iowan Children Buckled Up?

Results from Iowa's 2020 Child Passenger Restraint Survey



Among 2,332 children ages birth to 17

93.0%

were properly restrained in accordance with Iowa law.

99.4%

1-year-olds or younger

A child under 1 year old and weighing <20 lbs must be secured in a rear-facing child restraint system.

95.1%

2 to 5 year olds

A child age 1 up to 6 years old must be secured in a child restraint system.

93.8%

6 to 13 year olds

A child from age 6 to 11 must be secure in a child restraint system or by a safety belt.

85.4%

14 to 17 year olds

Using a seat belt



- Overall restraint use this year was similar to the 5-year average (93% vs 93.7%)
- Compared to the 5-year average, there was decrease in restraint use among teens (85.4% vs 89%), but an increase in proper restraint use in children aged 5 years and younger (97.25% vs 96%).
- Rural areas had more unrestrained children compared to urban (88% vs 96.5%).
- The COVID-19 pandemic impacted the number of children observed (23.2% fewer than target) and urban areas were more affected than rural areas (26.5% vs 2% fewer children observed).

OCCUPANT PROTECTION



ALL-OCCUPANT RESTRAINT

For adults and older children, seat belt use is one of the most effective ways to save lives and reduce crash injuries. The Iowa Department of Public Safety seeks to propose or support legislation that would require all occupants to wear seat belts. This initiative is designed to reduce the risk of injuries to the driver and passengers when accidents inevitably occur. The Iowa Department of Transportation supports the legislation and is committed to providing collaborative assistance.



SEAT BELT RESEARCH FINDINGS

In 2014, the University of Iowa conducted a comparative policy analysis of seat belt laws. The research study reached a number of conclusions including:

• **Seat belts reduce fatalities for rear-seat occupants by 60%.**

• The rear seat is no longer the safest location for an adult occupant given most safety features remain focused on the front seat area.



"The most common reason we hear for the lack of seat belt use in the backseat is because our current law doesn't require it."

Colonel Nathan Fulk
Iowa State Patrol



Today, 20 states have passed all-occupant restraint laws, including Minnesota, Wisconsin, and Illinois.



BACKSEAT BULLETS

Belted passengers riding with an unbelted passenger are 2 to 5 times more likely to suffer fatal injuries in a crash.
(University of Iowa, 2014)

Exposure to unbelted occupants increases the risk of injury or death to others in the vehicle by 40%.
(MacLennan et al., 2004)

In a frontal crash, an unbelted rear seat passenger sitting behind a belted driver increases the risk of fatality for the driver by 137% compared with a belted rear seat passenger.
(Bose et al., 2013)

FATALITY REDUCTION TASK FORCE

- November 19th, 2020 = First Meeting
- Not just FATALITIES, but overall crashes
- Developed Sub-Committees with subject matter experts

Legislation
Enforcement
Engineering
Education
Other



LIFESAVERS CONFERENCE 2021



SAVE THE DATE

VIRTUAL CONFERENCE

APRIL 26 – 28, 2021

[REGISTER HERE](#)

+ **Child Passenger Safety**

+ **Communications**

+ **Criminal Justice/Law Enforcement**

+ **Distracted Driving**

+ **Impaired Driving**

+ **Occupant Protection**

+ **Pedestrian/Bicyclist Safety**

+ **Safe Systems**

+ **Vehicle Technology/Automated Driving**

<https://lifesaversconference.org/registration/>

BE SAFE AND STAY HEALTHY!



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HAPPY HOLIDAYS!!!

