



Des Moines Area MPO

CY 2020 Fatal and Serious Injury Crashes Characteristics Report

March 2021

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BACKGROUND

Safety Targets from the Highway Safety Improvement Program

The Des Moines Area MPO approved its 2017-2021 safety targets in February 2021 in compliance with the Federal Highway Administration (FHWA)'s Highway Safety Improvement Program (HSIP). The approved safety targets are shown in Table 1 and additional information may be found in the "Des Moines Area MPO 2017-2021 Safety Performance Targets and Methodology Report."

This report supplements the aforementioned "Des Moines Area MPO 2017-2021 Safety Performance Targets and Methodology Report" by analyzing the crash characteristics of calendar year 2020 crashes within the Des Moines Area MPO planning area.

Table 1: 2017-2021 Safety Performance Targets

| Performance Measures | Five-Year Rolling Averages | |
|---|----------------------------|------------------|
| | 2015-2019 Baseline | 2017-2021 Target |
| Number of Fatalities | 29.2 | 31.8 |
| Fatality Rate* | 0.600 | 0.663 |
| Number of Serious Injuries | 175.2 | 168.8 |
| Serious Injury Rate* | 3.607 | 3.499 |
| Non-Motorized Fatalities and Serious Injuries | 25.4 | 25.0 |

*Rates are per 100 million vehicle miles traveled (VMT)

Safety Goals in *Mobilizing Tomorrow*

Mobilizing Tomorrow, approved in 2014 and updated in 2019, is the Des Moines Area MPO's long-range, regional transportation plan for the year 2050. *Mobilizing Tomorrow* outlines four high-level goals to direct Greater Des Moines toward an enhanced transportation system. Each of the goals identified several performance measures to help track the plan's implementation. Goal 4 in *Mobilizing Tomorrow* seeks to "further the health, safety, and well-being of all residents in the region" and includes four of the five measures required by federal rulemaking.

Continuing to monitor and analyze crashes within the Des Moines Area MPO planning area furthers Goal 4 of *Mobilizing Tomorrow* in addition to contributing toward regional Vision Zero initiatives.

EXECUTIVE SUMMARY OF FATAL AND SERIOUS INJURY CRASH CHARACTERISTICS

Location

- **51.0% occurred on municipal road**
 - 14.6% on interstates, 13.2% on US routes, 10.6% on Iowa routes, and 10.6% on secondary roads.
- **86.8% occurred on the roadway**
- **56.3% did not occur at an intersection**
 - Most crashes that occurred at an intersection occurred at a municipal – municipal intersection, US Route – municipal intersection, or Iowa Route – municipal intersection.

Day and Time

- **13.2% occurred in October**
 - 12.6% in June, 11.3% in August, and 10.6% in September.
- **Thursdays and Saturdays saw the most fatal and serious injury crashes**
 - Tuesdays saw the fewest fatal and serious injury crashes.
- **The hours of 4 PM to 8 PM and the hours of 8 PM to 12 AM had the most fatal and serious injury crash occurrences**
 - The hours of 8 AM to Noon, 4 AM to 8 AM, and 12 AM to 4 AM had the fewest fatal and serious injury crash occurrences.

Environmental Conditions

- **91.4% did not have an apparent environmental factor**
 - 71.5% occurred during clear weather conditions.
 - 84.8% occurred on dry surface conditions.
- **56.3% occurred in daylight**
 - 40.4% occurred in darkness.
- **29.8% occurred in the dark where the roadway was lighted**
 - 11.3% of occurred in the dark where the roadway was not lighted.

Major Causes

- **10.6% were the result of exceeding authorized speed**
- **46.4% were single vehicle non-collisions**
- **78.8% were not related to drugs or alcohol**

Injuries

- **Total property damage of \$2,006,500** or an **average of \$13,288.08 per crash**
- Average of 2.19 occupants per fatal and serious injury crash; an average of 1.66 vehicles per fatal or serious injury crash.

Drivers

- **71.3% of drivers are male**
- **36.7% of drivers were between the ages of 21 and 29 or the ages of 40 and 44**
- **90.3% of drivers held Iowa driver's licenses**
- **67.2% of the drivers were under apparently normal conditions**
- **87.4% of drivers did not have any obscured vision**
- **57.3% of drivers were not distracted**
- **38.5% ran traffic signals, 11.5% exceeded the authorized speed, 8.0% drove too fast for conditions, 7.6% followed too closely, and 5.0% made improper or erratic lane changes**

DES MOINES AREA MPO CRASH CHARACTERISTICS

Crash data and figures within this report are sourced from the Iowa Department of Transportation (DOT)'s Iowa Crash Analysis Tool (ICAT).¹ The Iowa DOT "records crashes that have resulted in an injury/fatality or the estimated property of the crash is equal to or greater than \$1,500."²

A crash is defined as "a singular event that can involve several vehicles and multiple injuries."³

A fatality is defined as "any injury that results in death within 30 days after the motor vehicle crash in which the injury occurred" and a major or serious injury is defined as "any injury, other than a fatality, which prevents the injured person from walking, driving, or normally continuing the activities the person was capable of before the injury occurred."⁴

Fatal and Serious Injury Crash Characteristics

Location

In 2020, there were 151 fatal or serious injury crashes within the Des Moines Area MPO planning area. More than half (51.0%) of the crashes occurred on municipal roads followed by 14.6% on interstates, 13.2% on US routes, 10.6% on Iowa routes, and 10.6% on secondary roads.

| Road Classification | Crashes | Percent |
|---------------------|------------|-------------|
| Municipal Road | 77 | 51.0% |
| Interstate | 22 | 14.6% |
| US Route | 20 | 13.2% |
| Iowa Route | 16 | 10.6% |
| Secondary Road | 16 | 10.6% |
| All | 151 | 100% |

Almost all 2020 fatal or serious injury crashes occurred on the roadway (86.8%) and the remaining crashes occurring on the shoulder (4.6%), outside the trafficway (4.6%), roadside (2.6%), or median (0.7%).

| Location of First Harmful Event | Crashes | Percent |
|---------------------------------|------------|-------------|
| On roadway | 131 | 86.8% |
| Shoulder | 7 | 4.6% |
| Outside trafficway | 7 | 4.6% |
| Roadside | 4 | 2.6% |
| Median | 1 | 0.7% |
| Other | 1 | 0.7% |
| All | 151 | 100% |

¹ <https://icat.iowadot.gov/>

² <https://icat.iowadot.gov/>

³ <https://icat.iowadot.gov/>

⁴ "Performance." Iowa Department of Transportation. <https://iowadot.gov/performance/safety>.

More than half (56.3%) of the 2020 fatal and serious injury crashes did not occur at an intersection. Most crashes that occurred at an intersection occurred at a municipal – municipal intersection, US Route – municipal intersection, or Iowa Route – municipal intersection.

| Intersection Classification | Crashes | Percent |
|----------------------------------|------------|-------------|
| Not Indicated as an Intersection | 85 | 56.3% |
| Municipal - Municipal | 40 | 26.5% |
| US Route - Municipal | 13 | 8.6% |
| IA Route - Municipal | 7 | 4.6% |
| IA Route - Secondary | 3 | 2.0% |
| Interstate - US Route | 1 | 0.7% |
| Interstate - IA Route | 1 | 0.7% |
| Interstate - Municipal | 1 | 0.7% |
| All | 151 | 100% |

Figure 1 illustrates the 2020 fatal and serious injury crashes, as red points, within the Des Moines Area MPO planning area, colored in blue. Figure 2 illustrates the 2020 crashes as hot spots within the Des Moines metropolitan area.

Figure 1 Fatal and Serious Injury Crashes in 2020 Within the Des Moines Area MPO Planning Area

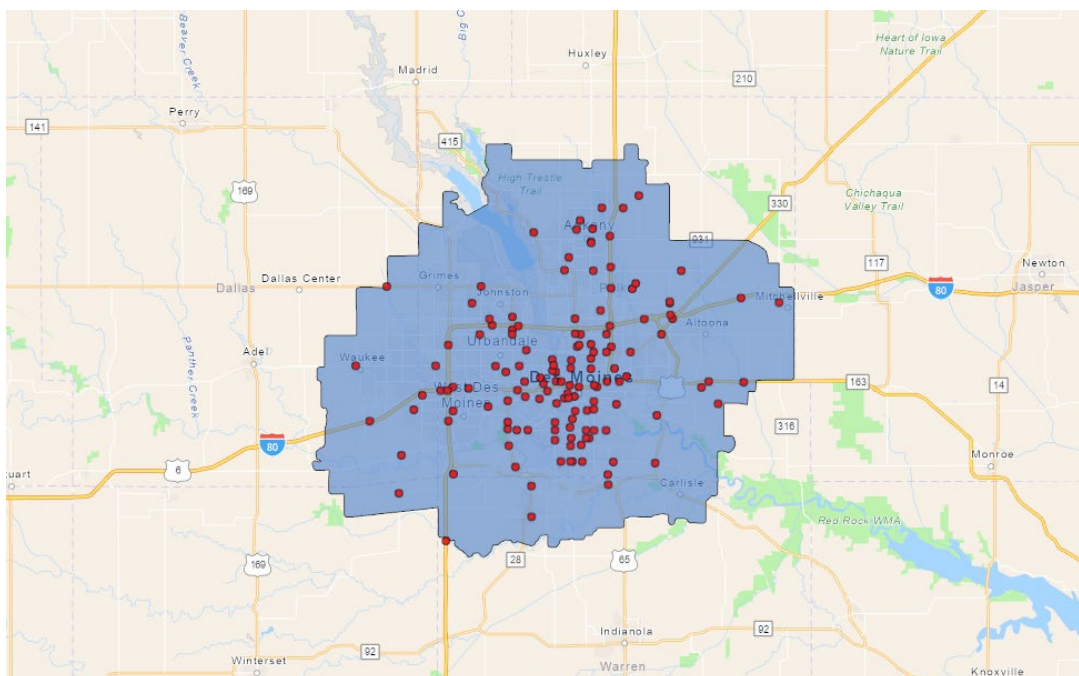
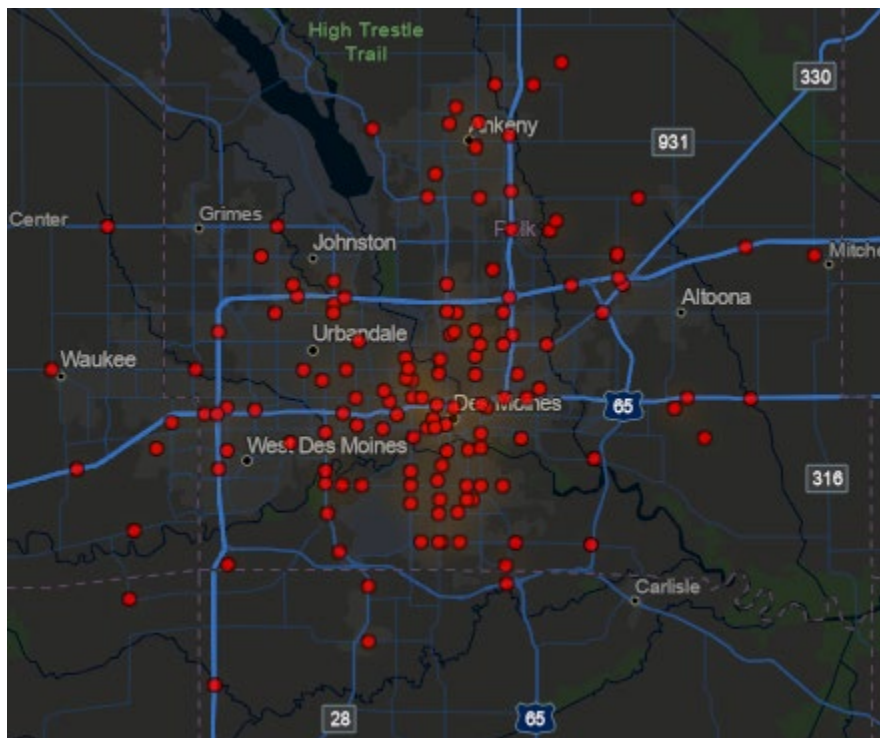


Figure 2 Fatal and Serious Injury Crash Hotspots in 2020 Around the Des Moines Metropolitan Area



Day and Time

The fatal and serious injury crashes of 2020 occurred most in October (13.2%), June (12.6%), August (11.3%), and September (10.6%).

| Month | Crashes | Percent |
|------------|------------|-------------|
| January | 9 | 6.0% |
| February | 9 | 6.0% |
| March | 7 | 4.6% |
| April | 13 | 8.6% |
| May | 14 | 9.3% |
| June | 19 | 12.6% |
| July | 10 | 6.6% |
| August | 17 | 11.3% |
| September | 16 | 10.6% |
| October | 20 | 13.2% |
| November | 10 | 6.6% |
| December | 7 | 4.6% |
| All | 151 | 100% |

By day of the week, the fatal and serious injury crashes of 2020 occurred more on Thursdays and Saturdays and less on Tuesdays. By time of day, the fatal and serious injury crashes of 2020 occurred most between the hours of 4 PM to 8 PM and the hours of 8 PM to 12 AM; and occurred least between the hours of 8 AM to Noon, 4 AM to 8 AM, and 12 AM to 4 AM.

| Day of Week | 12 AM to 4 AM | 4 AM to 8 AM | 8 AM to Noon | Noon to 4 PM | 4 PM to 8 PM | 8 PM to 12 AM | Total |
|--------------|---------------|--------------|--------------|--------------|--------------|---------------|------------|
| Sunday | 5 | 1 | 2 | 1 | 6 | 7 | 22 |
| Monday | 1 | 3 | 4 | 2 | 6 | 5 | 21 |
| Tuesday | 1 | 2 | 1 | 4 | 5 | 2 | 15 |
| Wednesday | 3 | 3 | 6 | 2 | 3 | 1 | 18 |
| Thursday | 2 | 2 | 1 | 6 | 9 | 7 | 27 |
| Friday | 3 | 3 | 1 | 3 | 5 | 6 | 21 |
| Saturday | 4 | 4 | 1 | 6 | 8 | 4 | 27 |
| Total | 19 | 18 | 16 | 24 | 42 | 32 | 151 |

Environmental Conditions

The vast majority of the fatal and serious injury crashes in 2020 (91.4%) did not have an apparent environmental factor. About 6% of fatal and serious injury crashes occurred due to weather conditions.

| Contributing Circumstance - Environment | Crashes | Percent |
|---|------------|-------------|
| None apparent | 138 | 91.4% |
| Weather conditions | 9 | 6.0% |
| Glare | 2 | 1.3% |
| Animal in roadway | 1 | 0.7% |
| Unknown | 1 | 0.7% |
| All | 151 | 100% |

Most of the fatal and serious injury crashes (71.5%) occurred during clear weather conditions. About 16% of the fatal and serious injury crashes occurred during cloudy weather conditions, and about 7% occurred during rainy weather conditions.

| Weather Conditions | Crashes | Percent |
|--------------------|------------|-------------|
| Clear | 108 | 71.5% |
| Cloudy | 24 | 15.9% |
| Rain | 10 | 6.6% |
| Snow | 5 | 3.3% |
| Fog, smoke, smog | 2 | 1.3% |
| Unknown | 2 | 1.3% |
| All | 151 | 100% |

Most of the fatal and serious injury crashes (84.8%) occurred in dry surface conditions. About 10% of the fatal and serious injury crashes occurred in wet surface conditions.

| Surface Conditions | Crashes | Percent |
|--------------------|------------|-------------|
| Dry | 128 | 84.8% |
| Wet | 15 | 9.9% |
| Snow | 3 | 2.0% |
| Ice/frost | 2 | 1.3% |
| Slush | 1 | 0.7% |
| Gravel | 1 | 0.7% |
| Unknown | 1 | 0.7% |
| All | 151 | 100% |

In terms of lighting, a little more than half (56.3%) of the fatal and serious injury crashes occurred in daylight, while 40.4% of the fatal and serious injury crashes occurred in darkness. About 29.8% of the fatal and serious injury crashes occurred in the dark where the roadway was lighted and about 11.3% of occurred in the dark where the roadway was not lighted.

| Lighting | Crashes | Percent |
|---|------------|-------------|
| Daylight | 85 | 56.3% |
| Darkness | 61 | 40.4% |
| Evening Twilight (dusk 30 minutes before sunset) | 3 | 2.0% |
| Morning Twilight (dawn 30 minutes after sunrise) | 2 | 1.3% |
| All | 151 | 100% |

| Light Condition | Crashes | Percent |
|----------------------------|------------|-------------|
| Daylight | 79 | 52.3% |
| Dark - roadway lighted | 45 | 29.8% |
| Dark - roadway not lighted | 17 | 11.3% |
| Dusk | 7 | 4.6% |
| Dawn | 3 | 2.0% |
| All | 151 | 100% |

Work Zone Related

There were 3 fatal or serious injury crashes in 2020 within or adjacent to workzones or work activities. Of the 3 crashes, 2 were workzones on the shoulder or median and 1 was a workzone in a lane closure. Two of the crashes were construction workzones and the remaining crash was a utility workzone. Only at 1 of the crashes was workers present; at the other two crashes there were either no workers present or no one present.

Major Causes

Of 151 fatal and serious injury crashes of 2020, 10.6% were the result of exceeding authorized speed, 7.9% were failures to yield the right-of-way when making a left turn, 7.3% were of an unknown cause, 7.3% ran traffic signal, 6.6% were the result of operating the vehicle recklessly, 6.6% were the result of running of the road to the right, and 6% lost control.

| Major Cause | Crashes | Percent |
|--|------------|-------------|
| Exceeded authorized speed | 16 | 10.6% |
| FTYROW: Making left turn | 12 | 7.9% |
| Unknown | 11 | 7.3% |
| Ran traffic signal | 11 | 7.3% |
| Operating vehicle in an reckless, erratic, ... | 10 | 6.6% |
| Ran off road - right | 10 | 6.6% |
| Lost control | 9 | 6.0% |
| Other: No improper action | 7 | 4.6% |
| Followed too close | 7 | 4.6% |
| Ran stop sign | 5 | 3.3% |
| FTYROW: From stop sign | 5 | 3.3% |
| FTYROW: To pedestrian | 5 | 3.3% |
| Other | 5 | 3.3% |
| Swerving/Evasive Action | 4 | 2.6% |
| Crossed centerline (undivided) | 3 | 2.0% |
| Traveling wrong way or on wrong side of road | 3 | 2.0% |
| Improper or erratic lane changing | 3 | 2.0% |
| Animal | 2 | 1.3% |
| FTYROW: Other | 2 | 1.3% |
| Ran off road - straight | 2 | 1.3% |
| Over correcting/over steering | 2 | 1.3% |
| Driving too fast for conditions | 2 | 1.3% |
| Made improper turn | 2 | 1.3% |
| FTYROW: At uncontrolled intersection | 1 | 0.7% |
| Crossed median (divided) | 1 | 0.7% |
| Aggressive driving/road rage | 1 | 0.7% |
| Passing: Other passing | 1 | 0.7% |
| Driver Distraction: Unrestrained animal | 1 | 0.7% |
| Driver Distraction: Inattentive/lost in thoughts | 1 | 0.7% |
| Driver Distraction: Exterior distraction | 1 | 0.7% |
| Failed to yield to emergency vehicle | 1 | 0.7% |
| Driver Distraction: Passenger | 1 | 0.7% |
| Driver Distraction: Reaching for object(s) | 1 | 0.7% |
| Driver Distraction: Other interior distracti... | 1 | 0.7% |
| Ran off road - left | 1 | 0.7% |
| Failed to keep in proper lane | 1 | 0.7% |
| All | 151 | 100% |

Less than half (46.4%) of the fatal and serious injury crashes were single vehicle non-collisions. Other fatal and serious injury crashes were broadside collisions (front to side) (18.5%) or rear-end collisions (front to rear) (13.2%).

| Manner of Crash Collision | Crashes | Percent |
|--------------------------------|------------|-------------|
| Non-collision (single vehicle) | 70 | 46.4% |
| Broadside (front to side) | 28 | 18.5% |
| Rear-end (front to rear) | 20 | 13.2% |
| Head-on (front to front) | 13 | 8.6% |
| Angle, oncoming left turn | 12 | 7.9% |
| Sideswipe, same direction | 5 | 3.3% |
| Sideswipe, opposite direction | 2 | 1.3% |
| Other | 1 | 0.7% |
| All | 151 | 100% |

While most of the fatal and serious injury crashes did not strike a fixed object, the curb/island/raised median was the most often struck, along with ditches, concrete traffic barrier, tree, ground, or utility pole/light support.

| Fixed Object Struck | Count | Percent |
|--|------------|------------|
| None (no fixed object struck) | 205 | 82.0% |
| Curb/island/raised median | 9 | 3.6% |
| Ditch | 6 | 2.4% |
| Concrete traffic barrier (median or right sid... | 6 | 2.4% |
| Tree | 5 | 2.0% |
| Ground | 4 | 1.6% |
| Utility pole/light support | 4 | 1.6% |
| Cable barrier | 2 | 0.8% |
| Embankment | 2 | 0.8% |
| Snow bank | 1 | 0.4% |
| Other fixed object | 1 | 0.4% |
| Bridge pier or support | 1 | 0.4% |
| Guardrail - end | 1 | 0.4% |
| Traffic sign support | 1 | 0.4% |
| Other post/pole/support | 1 | 0.4% |
| Building | 1 | 0.4% |
| All | 250 | 100 |

While most (78.8%) of the fatal and serious injury crashes were not related to drugs or alcohol, the remaining fatal and serious injury crashes were either under the influence of alcohol/drugs/medication (9.3%), drugs (4.6%), or above the statutory limit for alcohol (4.0%).

| Drug/ Alcohol Related | Crashes | Percent |
|---|------------|-------------|
| None Indicated | 119 | 78.8% |
| Under Influence of Alcohol/Drugs/Medications | 14 | 9.3% |
| Drug | 7 | 4.6% |
| Alcohol (Statutory) | 6 | 4.0% |
| Refused | 2 | 1.3% |
| Drug and Alcohol (Statutory) | 2 | 1.3% |
| Drug and Alcohol (< Statutory) | 1 | 0.7% |
| All | 151 | 100% |

Injuries

Resulting from the 151 fatal and serious injury crashes of 2020, there were 62.0% serious injuries, 16.3% fatalities, and 12.2% minor injuries.

| Injury Status Summary | Injuries | Percent |
|-------------------------------------|------------|-------------|
| Suspected serious/incapacitating | 137 | 62.0% |
| Fatalities | 36 | 16.3% |
| Suspected minor/non-incapacitating | 27 | 12.2% |
| Possible (complaint of pain/injury) | 19 | 8.6% |
| Unknown | 2 | 0.9% |
| All | 221 | 100% |

The fatal and serious injury crashes of 2020 resulted in total property damage of \$2,006,500 or an average of \$13,288.08 per crash. There were an average of 2.19 occupants per fatal and serious injury crashes and an average of 1.66 vehicles per fatal or serious injury crashes.

| Property/Vehicles/Occupants | |
|----------------------------------|-------------|
| Property Damage Total (dollars): | \$2,006,500 |
| Average (per crash dollars): | \$13,288.08 |
| Total Vehicles: | 250 |
| Average (per crash): | 1.66 |
| Total Occupants: | 330 |
| Average (per crash): | 2.19 |

Drivers

The majority (71.3%) of drivers in fatal and serious injury crashes are male.

Of the drivers in the fatal and serious injury crashes of 2020, 13.9% were between the ages of 25 and 29, 12.7% between the ages of 21 and 24, and 10.0% between the ages of 40 and 44. These three age groups accounted for 36.7% of the drivers in fatal and serious injury crashes.

| Driver Age - 5 year Bins | Female | Male | Not reported | Unknown | Total | Percent |
|--------------------------|-----------|------------|--------------|----------|------------|-------------|
| < 14 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| = 14 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| = 15 | 0 | 2 | 0 | 0 | 2 | 0.8% |
| = 16 | 2 | 4 | 0 | 0 | 6 | 2.4% |
| = 17 | 1 | 4 | 0 | 0 | 5 | 2.0% |
| = 18 | 3 | 3 | 0 | 0 | 6 | 2.4% |
| = 19 | 1 | 4 | 0 | 0 | 5 | 2.0% |
| = 20 | 2 | 6 | 0 | 0 | 8 | 3.2% |
| >= 21 and <= 24 | 10 | 21 | 1 | 0 | 32 | 12.7% |
| >= 25 and <= 29 | 11 | 23 | 1 | 0 | 35 | 13.9% |
| >= 30 and <= 34 | 6 | 15 | 1 | 0 | 22 | 8.8% |
| >= 35 and <= 39 | 3 | 12 | 0 | 0 | 15 | 6.0% |
| >= 40 and <= 44 | 10 | 15 | 0 | 0 | 25 | 10.0% |
| >= 45 and <= 49 | 4 | 12 | 0 | 0 | 16 | 6.4% |
| >= 50 and <= 54 | 6 | 15 | 0 | 0 | 21 | 8.4% |
| >= 55 and <= 59 | 8 | 13 | 0 | 1 | 22 | 8.8% |
| >= 60 and <= 64 | 1 | 10 | 0 | 0 | 11 | 4.4% |
| >= 65 and <= 69 | 0 | 8 | 0 | 0 | 8 | 3.2% |
| >= 70 and <= 74 | 0 | 8 | 0 | 0 | 8 | 3.2% |
| >= 75 and <= 79 | 2 | 1 | 0 | 0 | 3 | 1.2% |
| >= 80 and <= 84 | 1 | 0 | 0 | 0 | 1 | 0.4% |
| >= 85 and <= 89 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| >= 90 and <= 94 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| >= 95 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| Not reported | 0 | 0 | 0 | 0 | 0 | 0.0% |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0.0% |
| Total | 71 | 176 | 3 | 1 | 251 | 100% |

Almost all (90.3%) the drivers in fatal and serious injury crashes held Iowa driver's licenses.

| Driver's License State | Drivers | Percent |
|------------------------|------------|-------------|
| Iowa | 234 | 90.3% |
| Not reported | 11 | 4.2% |
| Illinois | 4 | 1.5% |
| California | 1 | 0.4% |
| Georgia | 1 | 0.4% |
| Michigan | 1 | 0.4% |
| Missouri | 1 | 0.4% |
| New Mexico | 1 | 0.4% |
| Tennessee | 1 | 0.4% |
| Alabama | 1 | 0.4% |
| Arizona | 1 | 0.4% |
| Indiana | 1 | 0.4% |
| Texas | 1 | 0.4% |
| All | 259 | 100% |

More than half (67.2%) of the drivers in fatal and serious injury crashes were under apparently normal conditions. About 15% of the drivers were in unknown conditions and 6.9% were under the influence of alcohol.

| Driver Condition | Drivers | Percent |
|---------------------------------------|------------|-------------|
| Apparently normal | 176 | 67.2% |
| Unknown | 40 | 15.3% |
| Under the influence of alcohol | 18 | 6.9% |
| Other | 9 | 3.4% |
| Not reported | 7 | 2.7% |
| Medical condition (seizure, reaction) | 4 | 1.5% |
| Under the influence of drugs/meds | 3 | 1.1% |
| Emotional (e.g., depressed, angry) | 2 | 0.8% |
| Asleep/fatigued | 2 | 0.8% |
| Illness/fainted | 1 | 0.4% |
| All | 262 | 100% |

The vast majority (87.4%) of drivers in the fatal and serious injury crashes did not have any obscured vision.

| Vision Obscured | Drivers | Percent |
|--------------------------------|------------|-------------|
| Not obscured | 229 | 87.4% |
| Unknown | 24 | 9.2% |
| Moving vehicle(s) | 3 | 1.1% |
| Not reported | 3 | 1.1% |
| Blinded by sun or headlights | 2 | 0.8% |
| Person/object in or on vehicle | 1 | 0.4% |
| All | 262 | 100% |

More than half (57.3%) of drivers in fatal and serious injury crashes were not distracted.

| Driver Distraction | Drivers | Percent |
|---|------------|-------------|
| Not distracted | 150 | 57.3% |
| Unknown | 84 | 32.1% |
| Other distraction: Looked but did not see | 10 | 3.8% |
| Not applicable/no driver | 5 | 1.9% |
| Distraction outside vehicle | 3 | 1.1% |
| Electronic: Manual operation of an electroni... | 2 | 0.8% |
| Other distraction: Inattentive/lost in thoug... | 2 | 0.8% |
| Electronic: Talking on hands-free device | 1 | 0.4% |
| Other distraction: Passenger | 1 | 0.4% |
| Other distraction: Unrestrained animal | 1 | 0.4% |
| Other distraction: Reaching for object(s)/fa... | 1 | 0.4% |
| Electronic: Other activity with electronic d... | 1 | 0.4% |
| Other distraction inside vehicle | 1 | 0.4% |
| All | 262 | 100% |

Of the contributing circumstances of drivers in fatal and serious injury crashes, 38.5% ran traffic signals, 11.5% exceeded the authorized speed, 8.0% drove too fast for conditions, 7.6% followed too closely, and 5.0% made improper or erratic lane changes.

| Contributing Circumstance - Driver | Drivers | Percent |
|---|------------|-------------|
| Ran traffic signal | 101 | 38.5% |
| Exceeded authorized speed | 30 | 11.5% |
| Driving too fast for conditions | 21 | 8.0% |
| Followed too close | 20 | 7.6% |
| Improper or erratic lane changing | 13 | 5.0% |
| Made improper turn | 12 | 4.6% |
| Traveling wrong way/on wrong side | 10 | 3.8% |
| Over-correcting/over-steering | 8 | 3.1% |
| Failure to signal intentions | 7 | 2.7% |
| Starting or backing improperly | 6 | 2.3% |
| Vehicle stopped on railroad tracks | 5 | 1.9% |
| Passing: On wrong side | 5 | 1.9% |
| Passing: With insufficient distance/inadequa... | 5 | 1.9% |
| FTYROW: From stop sign | 4 | 1.5% |
| FTYROW: Making left turn | 3 | 1.1% |
| FTYROW: From driveway | 3 | 1.1% |
| FTYROW: To non-motorist | 2 | 0.8% |
| Other: Vision obstructed | 2 | 0.8% |
| Other: Failure to obey displayed vehicle war... | 1 | 0.4% |
| Other: Illegal off-road driving | 1 | 0.4% |
| Other: Getting off/out of vehicle | 1 | 0.4% |
| Operator inexperience | 1 | 0.4% |
| No improper action | 1 | 0.4% |
| All | 262 | 100% |



Ever mindful of future generations,

**we collaborate across
political boundaries**

to achieve social, economic, and
environmental resilience for

Greater Des Moines

Altoona • Ankeny • Bondurant • Carlisle • Clive • Dallas County • Des Moines • DART
Grimes • Johnston • Mitchellville • Norwalk • Pleasant Hill • Polk City • Polk County
Urbandale • Warren County • Waukee • West Des Moines • Windsor Heights

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