1.2 million people will die as a result of road crashes this year —
more than 3200 deaths each day

ROAD SAFETY IS NO ACCIDENT
# Iowa’s Annual Fatalities

<table>
<thead>
<tr>
<th>Year</th>
<th>2000</th>
<th>2001</th>
<th>2002</th>
<th>2003</th>
<th>2004</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>445</td>
<td>446</td>
<td>405*</td>
<td>443</td>
<td>390*</td>
</tr>
</tbody>
</table>

*Record low years since WW II*
Iowa 2004 – 2005
YTD Fatalities through October 3rd

Bad News...

2005 ------ 319

2004 ------ 276
<table>
<thead>
<tr>
<th></th>
<th>Number of Applications</th>
<th>Amount Requested</th>
<th>Approximate Amount Available</th>
</tr>
</thead>
<tbody>
<tr>
<td>SITES</td>
<td>17</td>
<td>$5,900,000</td>
<td>$5,500,000</td>
</tr>
<tr>
<td>Traffic Control</td>
<td>11</td>
<td>$948,000</td>
<td>$500,000</td>
</tr>
<tr>
<td>Studies</td>
<td>10</td>
<td>$1,143,000</td>
<td>$500,000</td>
</tr>
</tbody>
</table>
Please note that these categories are not necessarily mutually exclusive - i.e., summing across categories may very well lead to erroneous results.

Typical yearly fatality totals for Iowa range from 400-450 deaths.
Iowa’s Past Safety Investment Focus

- Intersections and roadways ranked with equal weight given to:
  - Number of crashes
  - Crash rate
  - Crash severity

*Emphasis was on Crash Reduction*
"Back to the Basics"
State Highway Safety Emphasis

- Emphasis on reducing

Fatal and Major Injury Crashes
Please note that these categories are not necessarily mutually exclusive - i.e., summing across categories may very well lead to erroneous results.

Typical yearly fatality totals for Iowa range from 400-450 deaths.
"Back to the Basics"
Safety Investment Emphasis

- 52% of Iowa’s fatalities are related to “lane departure crashes.”

- Candidate projects focus on lane departure and identified high crash locations or conditions.
HES
Candidate Safety Projects

1. Paved shoulders
2. Milled in shoulder rumble strips
3. 2-lane shoulder widening
4. High crash curves
5. Centerline rumble strips
6. Cross-Median head-on crashes
7. High severity crash 2-lane roads
8. High severity crash intersections
9. Expressway intersections
Return on Investment?

Iowa Highway Fatalities
Five Year Average

- 1995 - 1999  480
- 2000 - 2004  420
Expected Fatality Rates (Weighted by Distribution of VMT) Compared to Actual Fatality Rates

Puerto Rico: 1.26
Virgin Islands: 0.76

(0.65), (0.57), (0.39), (0.33), (0.16), (0.15)

(1.30) to zero
zero to 0.83

DC: 0.29

(0.64), (0.19), (0.17), (0.52), (0.02), (0.33), (0.41)

(0.39), (0.13), (0.08), (0.57), (0.02), (0.44), (0.18), (0.01)
2005 Iowa Traffic Fatality Count for 10/03/05

(Office of Driver Services)

A fatality is considered "crash-related" when death occurs within 36 days of a crash. Also, crash-related fatalities are not considered officially reported until the Iowa Department of Transportation has notified the investigating law enforcement officer or agency. Because complex crash investigations can delay the official report of fatalities, the numbers for the two most current months are preliminary and can change considerably.

Number of Fatalities Reported from All Sources on this Day for Each Year

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>2004-2005 Comparison</td>
<td>43</td>
<td>319</td>
<td>276</td>
<td>350</td>
<td>296</td>
<td>319</td>
<td>316</td>
</tr>
</tbody>
</table>

Fatalities from Crash Reports & *FNOR News Sources

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>44</td>
<td>34</td>
<td>40</td>
<td>26</td>
<td>32</td>
<td>39</td>
<td></td>
</tr>
<tr>
<td>February</td>
<td>31</td>
<td>15</td>
<td>28</td>
<td>20</td>
<td>22</td>
<td>29</td>
<td></td>
</tr>
<tr>
<td>March</td>
<td>30</td>
<td>14</td>
<td>29</td>
<td>24</td>
<td>24</td>
<td>37</td>
<td></td>
</tr>
<tr>
<td>April</td>
<td>30</td>
<td>25</td>
<td>35</td>
<td>27</td>
<td>48</td>
<td>35</td>
<td></td>
</tr>
<tr>
<td>May</td>
<td>31</td>
<td>34</td>
<td>38</td>
<td>34</td>
<td>27</td>
<td>37</td>
<td></td>
</tr>
<tr>
<td>June</td>
<td>46</td>
<td>41</td>
<td>40</td>
<td>52</td>
<td>42</td>
<td>36</td>
<td></td>
</tr>
<tr>
<td>July</td>
<td>37</td>
<td>42</td>
<td>40</td>
<td>41</td>
<td>44</td>
<td>42</td>
<td></td>
</tr>
<tr>
<td>August</td>
<td>8</td>
<td>29</td>
<td>27</td>
<td>27</td>
<td>46</td>
<td>40</td>
<td></td>
</tr>
<tr>
<td>September</td>
<td>2</td>
<td>32</td>
<td>41</td>
<td>52</td>
<td>46</td>
<td>42</td>
<td></td>
</tr>
<tr>
<td>October</td>
<td>4</td>
<td>39</td>
<td>40</td>
<td>30</td>
<td>39</td>
<td>42</td>
<td></td>
</tr>
<tr>
<td>November</td>
<td>23</td>
<td>27</td>
<td>36</td>
<td>42</td>
<td>31</td>
<td></td>
<td></td>
</tr>
<tr>
<td>December</td>
<td>43</td>
<td>28</td>
<td>36</td>
<td>40</td>
<td>35</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>6</td>
<td>313</td>
<td>388</td>
<td>443</td>
<td>405</td>
<td>446</td>
<td>445</td>
</tr>
</tbody>
</table>

*FNOR - Fatalities Not Officially Reported

6 Fatalities Not Officially Reported
313 Official Fatalities
319 Revised Year-to-Date Fatalities

Fatalities' Seat Belt Usage — Year-to-Date

<table>
<thead>
<tr>
<th>With Belt</th>
<th>Without Belt</th>
<th>Unknown</th>
<th>Not Applicable</th>
</tr>
</thead>
<tbody>
<tr>
<td>107</td>
<td>36.50%</td>
<td>19.92%</td>
<td>36.50%</td>
</tr>
</tbody>
</table>

Life Toll

261 Year-to-Date Life Toll
5,718 Total Life Toll (since July 1, 1990)

Updated daily
Posted on the Iowa DOT public web site weekly

http://www.dot.state.ia.us/mvd/ods/weekly.pdf
### Tracking Safety

- Weekly Crash Reports
- Timely snapshots of current crashes
  - Location
  - Date and time
  - Crash type
  - Crash description
  - Vehicle type
  - Driver names and ages

---

**Motor Vehicle Accident Fatalities for the Week Ending: 8/19/2005**

<table>
<thead>
<tr>
<th>Name/Sex/Age/Restraint</th>
<th>Accident Date/Time</th>
<th>Accident Type/cause</th>
<th>Notes</th>
<th>Location</th>
<th>County</th>
<th>Drivers/Age/License #</th>
</tr>
</thead>
<tbody>
<tr>
<td>MARKUS PHEND M 17 NO</td>
<td>06/25/2005 17:25</td>
<td>PU/FO Lost Ctl</td>
<td>LOST CTRL ON CURVE, LEFT ROAD &amp; STRUCK TREE</td>
<td>WHITETOP RD</td>
<td>DUBUQUE</td>
<td>MARKUS PHEND 17 01 PU</td>
</tr>
<tr>
<td>LEE VOSS M 69 YES</td>
<td>07/16/2005 10:08</td>
<td>CAR/CAR Cross Ctrl-Ln</td>
<td>#1 wsa RDR by NON-CONTACT VEH, COHRECTED &amp; HIT BY #2</td>
<td>US HWY 59</td>
<td>CHEROKEE</td>
<td>LEE VOSS 69 01 CAR ELIZABETH SMITH 38 02 CAR</td>
</tr>
<tr>
<td>PATRICK KNAPP M 30 NO</td>
<td>08/06/2005 02:13</td>
<td>SUV/FO Lost Ctl</td>
<td>RAN OFF ROAD, DOWN EMBANKMENT &amp; STRUCK CULVERT</td>
<td>I-80/35 N WALNUT CREEK</td>
<td>POLK</td>
<td>PATRICK KNAPP 30 01 SUV</td>
</tr>
<tr>
<td>JASON HAGEN M 18 CAR</td>
<td>09/07/2005 00:36</td>
<td>CAR/FO Lost Ctl</td>
<td>LOST CTRL ON CURVE, ENTERED DITCH &amp; OT</td>
<td>400TH ST 200’ N OF ELMTREE RD</td>
<td>POTTAWATAMI</td>
<td>JASON HAGEN 18 01 CAR</td>
</tr>
</tbody>
</table>

---

**Friday, August 19, 2005**
Recently Completed Highway Safety Research

- Older Driver Safety at High Speed Traffic Signals: Protected vs. Permitted Left Turns
- Expressway Intersection Safety
  - Synthesis of Practice
  - High Speed Signal Safety
- 4-Lane to 3-Lane Conversion
- Removal of Stop Signs and Yield Signs
Active Highway Safety Research

- Enhanced Signal Procedures for Statewide Safety Candidate List
- Safety Impacts and Guidelines for Left-Turn Phasing at Approaches Without Left-Turn Lanes
- School Zone Safety Handbook
- Synthesis of Practices on Use of Video Detection
- Safety Impacts of Street Lighting at Rural Intersections
- Guidelines for Treatment of Uncontrolled Opposing Access in the Vicinity of Major Arterial Intersections