



Autumn 2002



Iowa Department of Public Safety

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Corridor Projects Produce Great Results, Awareness

Throughout Iowa in the summer of 2002, corridor enforcement touched many motorists. Most of them complied with Iowa's traffic laws. But thousands of motorists who chose not to comply with the laws were stopped by hundreds of law enforcement officers.

Such is the method behind corridor enforcement. City, county and state enforcement officers saturate an entire corridor with enforcement. The presence is so strong, a motorist will perceive, and rightfully so, zero tolerance for breaking traffic laws. Most of the time, agencies do not have staffing sufficient enough to commit to traffic enforcement over an extended period of time. But over a large part of a day, over an entire route, the high visibility enforcement project is stunning.

The media pays attention to the projects providing plenty of coverage before and after an event. Several TV stations went live from the scene with early evening newscasts.

Participating officers and agencies sense a *task force* atmosphere. Follow-up comments indicate a large degree of support from officers. At some sites where several agencies worked together, observers noted a great deal of camaraderie.

Continued on page 4...

Iowa Traffic Deaths Near Record Low Levels

by Robert Thompson, Program Evaluator, GTSB

Iowa is poised to set a modern low for traffic fatalities in 2002, if present trends continue. During the first 10 months of this year, 332 persons died in Iowa traffic crashes, down 33, or nine percent from the comparable 2001 total of 365 deaths.

Continued on page 5...

sSTEP Waves 2003

- December 28, 2002 - January 3
- February 9-15
- May 18 - June 2
- July 2 - 8
- August 25 - September 1
- November 17 - December 1

Iowa seat belt use	81%
Goal by 2003	85%
Midwest ranking	# 2
(Michigan is #1)	
U.S. Ranking	# 9

Calendar

**December 28 -
January 3:**
sTEP Wave

January 28-29:
Traffic Safety
Conscious Forum,
Scheman Center,
Ames.

February 9-15:
sTEP Wave

February 14:
Deadline for
Commissioner's
Awards Nominations

March 9-11, 2002:
Lifesavers, Chicago

March 25-27, 2002
Governor's Highway
Traffic Safety
Conference,
Embassy Suites,
Des Moines

May 18 - June 2:
sTEP Wave

July 2-8:
sTEP Wave

**August 25 -
September 1:** s
sTEP Wave

**November 17 -
December 1:**
sTEP Wave

GTSB Conference

March 25-27, 2003: Those are the dates for the GTSB's Governor's Highway Traffic Safety Conference. Carson Whitlow is the conference coordinator. He said the three-day conference will feature a broad array of traffic safety issues from alcohol to seat belts to technology.

One of the key speakers is Major Jack Van Steenburg of the New York State Police who will describe the effect of the September 11 attacks on traffic enforcement and highway safety.

Whitlow said registration information will be mailed out in January. The conference will be held at Embassy Suites on the River, Des Moines.

Think Warm, Think Fairtime

by *Carson E. Whitlow,*
State Programs Administrator, GTSB

The weather may be chilly but you can warm up with thoughts of working the Iowa State Fair, August 7-17, 2003.

The GTSB has posted the volunteer schedule and is calling for individuals to staff our booth. There are two shifts daily, 9 a.m. until 3 p.m. and from 3 p.m. until 9 p.m. The GTSB reimburses for lodging and meals for those out-of-town volunteers. We prefer that volunteers from out-of-town sign up for an afternoon shift and the following morning shift. To sign up, call Ihla at the GTSB at 515/281-3907. The schedule fills up quickly so we suggest you not wait!

The Candlewood Suites in West Des Moines has a block of rooms reserved for the GTSB for volunteers (\$5/night). Reservations should be made directly with the Candlewood Suites at: 515/221-0001.

New URL for GTSB Website

The website for the GTSB has become simpler. GTSB Director J. Michael Laski, said the agency is always looking for ways to better serve the public and a simpler URL is just another means to the end.

The website contains fact sheets and links to a wide variety of traffic safety resources

Laski noted assistance from the

<http://dps.state.ia.us/gtsb/>

Technology Services Bureau of the Iowa DPS.

CrossRoads

Thomas J. Vilsack, Governor
Kevin Techau, Commissioner,
Iowa Department of Public Safety
J. Michael Laski, Director,
Governor's Traffic Safety Bureau
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With assistance from Sandy Bennett,
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We welcome article submissions and ideas pertaining to traffic safety.

Visit our website at:
<http://dps.state.ia.us/gtsb/>

Court Ruling Affects Alco Sensor III PBT



A November ruling by the Iowa Court of Appeals reversed an OWI conviction in a Johnson County case (State v. David Frazier Bird). It found the investigating officer failed to comply with written instructions for operation of the Alco-Sensor III preliminary breath testing device. The instruction requires a second PBT test but the officer did not do so after receiving a positive result from the first test. The court held that the PBT therefore could not provide a basis for invoking implied consent.

The Criminal Appeals division of the Iowa Attorney General's office plans to appeal the decision to the Iowa Supreme Court.

Pete Grady of the Prosecuting Attorney Training Coordinator said the Bird decision is not controlling authority but it has already been used in arguments in cases around the state.

Grady said, "It is important to remember that the decision only discusses the Alco Sensor III PBT device. Also, officers must remember that if there is a basis for invoking implied consent independent of the PBT, an arrest based upon grounds independent of the PBT, the prosecution should be able to withstand a Bird challenge."

Grady listed these suggestions::

- ◆ If a PBT is used in local OWI enforcement, officers need to review the instruction manuals for manufacturer's recommended procedures, and follow those procedures.
- ◆ On the implied consent form filled out by the officers, it is important to check as many grounds for invoking implied consent as exist in a given situation, so that if a PBT is successfully attacked, there are other grounds available to support the test results.

In addition to these requirements, law enforcement agencies which use PBTs should make certain that each PBT is calibrated monthly, and that an accurate

record is kept of the calibration as required by state rules governing the use of the devices..

Grady said, "Law enforcement officers using PBTs should make certain in normal OWI investigations and in .02 "zero tolerance" license enforcement investigations, the PBT should be used only after all other standardized field sobriety tests are completed. The only time a PBT should be used before completion of other SFSTs is a situation where a person has been involved in a motor vehicle collision resulting in injury or death, and completion of one or more of the SFSTs is not appropriate due to the physical condition of the person. SSFSTs see Iowa Code section 321J.5(1)(b)."

Traffic Enforcement in Iowa

Keokuk

Keokuk PD was joined by Lee County SO and the Iowa State Patrol in a traffic safety checkpoint. They were assisted by the Lee County Narcotics Task Force. In the four-hour event:

- ◆ 339 vehicles checked
- ◆ 111 traffic contacts
- ◆ 1 narcotics arrest
- ◆ 1 warrant served

ISP Post 8

A routine traffic stop on Interstate-35 resulted in the seizure of more than 34 pounds of methamphetamine. Trooper Chris Calloway said the contraband was discovered in a false floor of an SUV. He was assisted by Trooper Bob Mordini and his dog, Speedy.

For More Information....

Contact either:
Jean Pettinger
Criminal Appeals
515/281-5976
or
Pete Grady
Prosecuting
Attorneys Training
Coordinator
515/281-5428

Corridor Projects...

...Continued on page 4

Most of the corridor projects completely crossed Iowa. The north-south corridors extended from Missouri to Minnesota while the east-west corridors ran from Nebraska to Illinois.

Iowa traffic enforcement officers participated in seven events, along nine highways. The season began with a project along U.S. 34 April 25 and ended with a joint U.S. 20 and U.S. 30 project October 17. All but one took place on Thursday. Captain Bob Rushing, law enforcement liaison, GTSB, said the events work well on Thursdays. Agencies are more likely to have more staff available for the projects, he said. Also, the media tends to reduce staff Friday afternoon, resulting in less coverage of the corridor projects. A well-covered Thursday event will have a greater likelihood of being covered by the media, resulting in more traffic talk at the workplace on Friday. Those conversations are likely to carry over into the weekend maximizing the effect of the event.

Many agencies began identifying, planning and conducting their own joint traffic enforcement projects. The activity generated by the projects is impressive. Some 218 agency reports were filed reporting activity by more than 1,250 officers. Those officers reported 15,733 contacts, or more than 12 contacts per officer.

Looking ahead to 2003, Rushing said, "The projects are driven by local enforcement so we want their input." He added, "The prospects for additional interstate activity will be investigated during the winter. We hope the projects can be announced early in 2003 so the local agencies can plan for them. Missouri has embraced the corridor concept and Illinois has been a cooperating partner on the I-80, U.S. 34, U.S. 30 and U.S. 20 events.

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FHWA's "Vital Few" Approach to Safety

by Jerry Roche,
Highway Safety Engineer,
FHWA Iowa Division

The "Vital Few" is FHWA's new strategy. It focuses on the three *must dos* for the agency. They are safety, environmental stewardship and streamlining, and congestion mitigation.

FHWA Administrator Mary Peters said, "We still lose far too many lives to crashes. More than 40,000 persons die yearly on the nation's highway system. We believe we can do better than that."

A new set of objectives to reduce the number of deaths on our nation's roadways by 10 percent by 2007 has been adopted by the agency. The three focus areas are roadway departure, intersection, and pedestrian crashes. Nationally, these three areas represent 38 percent, 20 percent, and 11 percent of all roadway fatalities respectively.

Some of the Iowa Division's engineering strategies include:

- ◆ Adding milled-in rumble strips and paved shoulders to the interstates and selected primaries,
- ◆ Placing brighter and more durable pavement markings,
- ◆ Redesigning intersections and re-timing traffic signals,
- ◆ Investigating the use of roundabouts at certain locations.

Of course, law enforcement agencies will play a major role as well; with excessive speed, passing in a restricted zone, failure to yield the right-of-way at intersections, failure to yield to pedestrians, alcohol consumption, and not wearing seat belts as being some of the predominant factors in these types of crashes.

The success of this initiative will focus on lives saved rather than crash rate which takes into account the millions of miles traveled on some routes. At the end of the day, what matters most is the number of people that make it to their destinations.



An Iowa State Trooper and an Atlantic police officer monitor traffic during the U.S. 71 corridor enforcement project.

2002 Corridor Projects:

U.S. 34
I-29
Avenue of the Saints
U.S. 61
I-35/I-80
U.S. 71

DRE Program is Active

The DRE program in Iowa is alive and well according to DRE Coordinator Denny Becker, GTSB. The program was marked by several events during Autumn, 2002.



Commissioner Kevin W. Techau addresses a Cedar Rapids news conference about Iowa's DRE program. In the background are Trooper Jagat Sandhu, Governor Thomas J. Vilsack and DRE Officer Shawn Sharp, University of Iowa, DPS.

Governor Thomas J. Vilsack recognized an October week in a DRE proclamation. The ceremony was held in Cedar Rapids and gained a considerable amount of media attention. Several DREs were present for the event.

Then in November, WHO-TV reporter Pat Dix interviewed Becker and DRE Instructor Sgt. Craig Porter, Johnston PD. The interview appeared locally as well as nationally on NBC. The focus of the interview was law enforcement officers

who stop drivers that have ingested drugs. Dix reported about DRE training and how officers could then charge impaired drivers with OWI. The interview extended into suspensions and revocations after the DCI Lab tests confirmed

the presence of drugs.

Becker said 14 additional officers were trained as DREs in an autumn training session. That brings the total number of Iowa DREs to 110, including 12 DRE instructors.



Several DREs visiting after the proclamation ceremony are DRE Instructor Sgt. Craig Porter, Johnston PD, DRE Officer Greg Humrhouse, Iowa City PD, DRE Instructor Deputy Russ Belz, Story County SO, Lt. Dave Visin and DRE Officer Shawn Sharp, University of Iowa DPS, and DRE Instructor, Jagat Sandhu, Iowa State Patrol.

Iowa Traffic Deaths Near Record Low Levels

...Continued from page 1

Since the end of WW II Iowa's lowest traffic fatality total was 420 deaths, set in 1984. The second lowest was 436 deaths in 1992. If present trends continue, Iowa should experience somewhere between 400 and 415 traffic deaths in 2002. Iowa's traffic fatality rate per 100 million vehicle miles traveled for 2002 should fall below 1.4, also a new record low.

What is behind the declining numbers? Several factors stand out including the state and national economic slowdown which often translates into reduced leisure travel. Other factors include strong traffic enforcement, spearheaded by programs such as sSTEP and section 164 impaired driving enforcement funds. Iowa's improved seat belt use rate, now at 81 percent, is also saving lives and reducing injury severity. In addition, unlike some of its neighboring states, Iowa has held the line on raising the speed limit since the repeal of the National Mandatory Speed Limit in 1995.

With the overall economic cost of a single fatality estimated at more than \$1M, the reduction in fatalities also translates into big dollar savings.

"We've come a long way in terms of improved safety and quality of life for all Iowans," noted Director J. Michael Laski, GTSB. He also observed that Iowa traffic fatalities exceeded 900 deaths annually in the early 1970s.

Commissioner's Special Award for Traffic Safety

2003 AWARD NOMINATION FORM

The Iowa Department of Public Safety annually recognizes outstanding traffic safety contributions by individuals. Selection is based on one's commitment to traffic safety and service provided beyond routine duties, creativity of approach, and effectiveness of a traffic safety program or campaign in 2002.

To be considered for an award, an individual will have contributed in a leadership role to traffic safety issues through promotion and awareness in his or her area of expertise. Describe the level of success the effort achieved or how the target audience was affected. Please cite results to show how the nominee's actions have affected a change.

Keep in mind the goal of traffic safety programs is the reduction of death and injury on Iowa's roadways.

Some entries may need audio or visual substantiation. Please advise if those must be returned.

The Awards Committee will assign a category if one is not indicated. More than one award may be given in a category. Award recipients will be notified. Decisions by the Awards Committee are final.

The Commissioner's Special Award for Traffic Safety will be presented at the Governor's Highway Traffic Safety Conference, March 25-27, 2003, at the Embassy Suites on the River, Des Moines.

Complete the nomination form and submit entries on a single sheet of paper:

Awards
GTSB
215 E. 7th St.
Des Moines IA 50319-0248
FAX: 515/281-6190

Entry deadline: FEBRUARY 14, 2003.

Category

(check one)

Audio/Visual

Criminal Justice

Individual

News Media

Health
Professionals

Business

Children &
Youth Advocates

Nomination Form Commissioner's Special Award for Traffic Safety

(Nominee)

(Address)

(City & ZIP)

(Title)

(Organization)

(____)____-____

(Nominee's phone)

(Nominator)

(____)____-____

(Nominator's Phone)

**Attach one sheet of paper,
explaining why the nominee
should receive an award.**

Entry deadline:

February 14, 2003.

SMS Supports/Promotes Safety Training

by Robert Thompson,
Program Evaluator, GTSB

Iowa's Safety Management System is providing financial assistance for two major training efforts. These are designed to improve the efficiency and effectiveness of Iowa's emergency response systems and ability to manage major traffic incidents and to improve the quality, completeness and accuracy of crash reporting in the state.

Incident Management

The first of these efforts is an incident management training course offered through the Federal Highway Administration and the National Highway Institute. The incident management course is offered as both a one-day class as well as a more in depth two-day session. SMS has provided funding to conduct three of these workshops across the state. So far, workshops have been held in the Quad Cities area and in Ames. The audience included law enforcement, traffic engineers, fire, EMS, and other emergency response personnel.

Additionally, the Omaha-Council Bluffs area's multi-disciplinary safety team, SWIFT, held a one-day incident management training session earlier this year.

Other incident management workshops are planned including one in the Sioux City area and another one in Scott County.

Scott Carlson, Sioux City's traffic engineer said the group wants to begin working on a comprehensive plan with traffic professionals from Nebraska and South Dakota.

Local SMS Groups:

Dubuque County:
10:30 a.m., Every sixth Friday. Contact: Lt. Scott Crabill 563/589-4425.

Polk County:
1:30 p.m., second Tuesday of each month. Contact: Cy Quick 515/225-2349.

Scott County: CARS):
10 a.m., third Wednesday of each month. Contact: Sgt. John Marxen 563/326-8628.

Pottawattamie County (SWIFT):
Meetings vary. Check www.cbtraffic.net
Contact: Blake Redfield 712/328-4645.

Woodbury County:
Second Thursday of the month. Contact: Scott Carlson: 712/279-6397

Motor Vehicle Crash Classification

The second training initiative involves the manual on the Classification of Motor Vehicle Accidents, also known as the American national Standards Institutes publication 16 or, ANSI-016.

This training seeks to improve the completeness and accuracy of motor vehicle crash reporting by developing a better understanding of the value and usefulness of police-reported crash data and how it can benefit local law enforcement and traffic engineers. This class is scheduled for January 20-21, 2003, at the Comfort Inn and Suites, Ames.



Iowa's Strategic Highway Safety Plan web site:
www.iowaSMS.org

For other SMS information, contact
Mary Stahlhut,
515/239-1169.
E-mail:
Mary.Stahlhut@dot.state.ia.us

Seat Belt Awards

Pella Hospital: 75%



The Pella Operation of the Pella Corporation was awarded the GTSB/NHTSA 75 percent Safety Belt Honor Roll plaque. Pictured are DPS Commissioner Kevin W. Techau, Jim Nieboer, Corporate Safety manager for Pella Corporation, and Charlie Black, Iowa Illinois Safety Council.

City of Hudson: 75%

The City of Hudson was awarded the GTSB/NHTSA 75 percent Safety Belt Honor Roll plaque. Pictured are Hudson Mayor Bernie Jensen, Police Chief Jeff Marsh and Denny Becker, GTSB.



Life Toll

(lives saved by the belt since July, 1986)

YTD 2002 230
 Grand Total 4,930
 (since 7/1/1986)

**GTSB CONFERENCE
 MARCH 25-27, 2003
 EMBASSY SUITES ON THE RIVER
 DES MOINES**

Governor's Traffic Safety Bureau
 215 E 7th St.
 Des Moines IA 50319-0248



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