

Winter 2001-02

Child Passenger Restraint Use Tops 79% in Iowa



Iowa Department
of Public Safety

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The percent of children appropriately restrained while riding in motor vehicles is at an all-time high in Iowa, according to a survey conducted this summer by the University of Iowa Injury Prevention Research Center.

The overall percentage of Iowa children under age six who are appropriately restrained while riding in a motor vehicle climbed to 79.2 percent in the 2001 survey. This is the highest level recorded since these surveys began in 1988. Researchers observed 5,912 children under age six in motor vehicles, of which 4,684 were judged to be appropriately restrained.

However, small children in rural areas of Iowa are much less likely to be appropriately restrained while riding in a car than those in more populated areas. The survey showed that the smaller the community, the less likely young children were to be in seat belts or car seats appropriate to their size and age. Communities with fewer than 2,500 residents had especially low rates. On average, only 62.2 percent of all children observed riding in motor vehicles in these areas were appropriately restrained. By comparison, cities and towns with populations over 2,500 showed average child passenger restraint rates of 72 percent or better. Iowa's largest communities, those with more than 50,000 residents, had the

highest rates, averaging 80.8 percent.

Communities with the lowest rates of child restraint use were Armstrong, 55.5 percent, and Sigourney, 57.5 percent. Highest rates were in areas including West Des Moines, 93.7 percent, Council Bluffs, 92.1 percent, and Cedar Falls, 90 percent.

Iowa law requires that children under age three be in a child safety seat whenever they are riding in a motor vehicle. Children between ages three and six must be in either a safety seat or buckled in with a seat belt.

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sTEP Waves 2002

May 20-27
July 2-8

August 26 - September 2
November 25 - December 1

Iowa seat belt use	81%
Goal by 2002	85%
Midwest ranking	# 2
U.S. Ranking	#10

Calendar

May 20-27:
sTEP Enforcement Week

June 9-11:
Lifesavers,
Orlando, Fla.

June 14-16:
DRE Conference,
Plano, Tex.

June 26:
Des Moines

June 28:
Coralville
Legislative Acts of
Interest to Law
Enforcement

July 2-8:
sTEP Enforcement Week

Aug 26 - Sept 2:
sTEP Enforcement Week

Nov 25 - Dec 1:
sTEP Enforcement Week

Jan Goldsmith Retires



Longtime GTSB staff member Jan Goldsmith retired earlier this year. She was the Central Iowa area administrator and occupant protection coordinator.

As a registered nurse, Jan began her 17-year career with the Governor's Highway Safety Office, Office of Planning and Programming, in January, 1985. With her interest in occupant protection, she saw the 1986 passage of Iowa's primary seat belt law.

The seat belt use rate in 1985 was less than 56 percent. The most recent survey shows 81 percent of Iowa motorists are buckling up which places Iowa among the top 10 states in the nation and well over the national average of 73 percent. Jan's efforts contributed to that success.

She helped establish the child passenger technician process in Iowa, and saw the latest survey show a 79 percent usage rate. Jan also worked with the accident investigation officers throughout Iowa to determine seat belt use in crashes.

During her career at GTSB, Jan worked with most of the highest populated communities in Iowa in all facets of traffic safety.

J. Michael Laski, Director, GTSB, said "Jan Goldsmith has contributed to the reduction of significant injury and fatalities in Iowa. Congratulations and we wish her well in her future professional and personal endeavors."

Lu Simpson was named to replace Jan occupant protection coordinator and Central Iowa area administrator.

Corridor Enforcement Events, 2002 Edition

The GTSB is considering several highways for its 2002 coordinated corridor enforcement efforts. In 2001, Interstates 35 and 80, US highways 61, 71, 151 and the Avenue of the Saints were the focus of special enforcement activities.

During the Governors' Highway Traffic Safety Conference and over the spring and summer, the GTSB staff will contact agencies and hold meetings to determine the level of interest for such events.

CrossRoads

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We welcome article submissions and ideas pertaining to traffic safety.

Visit our website at:
www.state.ia.us/government/dps/gtsb/

A Centerville Addition to Iowa's Life Toll

The GTSB received the following note from Richard and Dayna Van Dorn of Centerville.



Hello. I just wanted to share some pictures with you of an accident my 17-year old son, Ryan, was just in. He was the only one in the car, and received only small scratches, bruises, and two stitches on his wrist, mainly from climbing out the window. Everyone including his high school friends, can't believe he survived. This has shown them all how important seat belts, and airbags are.

In January, Ryan and a group of Centerville High School boys finished watching movies at a friend's home. Ryan and 2 other friends in vehicles were returning home. No alcohol was involved, and the law officer did not ticket them because he said he believed they were doing what they said they were. But all three may lose their licenses for driving before 5 a.m.

Ryan was driving a 1994 Pontiac and was Northbound on a country road just outside Cincinnati, a small town near Centerville in Appanoose County. The two friends in their vehicles were parked just over a hill, waiting for Ryan to catch up. Ryan popped over the hill, and there they were. He could not stop in time, and collided with a friend's truck, which hit the next kid's truck, and Ryan's car went airborne, rolled and coming to rest on its top, and hitting a tree head on. Just on the other side of the small tree, was an embankment with water below.



Directly across the road, was where two of his friend's were in a bad accident just a few weeks earlier. They were both hospitalized.

Ryan's scratches and 2 stitches were most likely due to crawling out the rear window after the crash.

It Made the Point

By Charlie Black
Iowa Illinois Safety Council

SFC John Travis, Iowa National Guard HHC Company 1168 Infantry, Council Bluffs is working with the Belt America campaign of the Iowa Illinois Safety Council and the GTSB. One of Travis' soldiers made the point for him.

Travis had conducted his first seat belt usage survey as the soldiers reported for duty on a Saturday and found the use rate was at 46 percent. Later that day he conducted seat belt safety training for his soldiers. Travis had used the "Diana's Last Message" video as well as handouts, promotional items and a pep talk that promoted the use of seat belts.

When training began on Sunday one of the soldiers was missing. When the missing man reported to duty two hours late he explained he had been in a crash. His pickup rolled and was totalled. However the soldier was wearing his seat belt as a direct result of the previous day's training. The only injury was a bruise on his shoulder. He spent the rest of the day telling the story of his crash and how the seat belt had saved his life.

One month later on the next National Guard drill day, the survey showed an 87 percent usage.

Life Toll

(lives saved by the belt
since July, 1986)

YTD 2002 36
Grand Total 4,726

Iowa Alcohol Forum Held November 8, 2001

Executive Summary

On November 8, 2001 the Iowa Governor's Traffic Safety Bureau and the National Highway Traffic Safety Administration conducted a statewide Alcohol Forum in Des Moines, Iowa. The purpose of the Forum was to raise awareness of youth alcohol problems within the state and the tragedies that alcohol related

injuries and fatalities cause. In addition, the Forum provided an opportunity to review existing sentencing options and underscored the importance of effective judicial response to impaired driving.

More than 125 persons attended and took an active role in the Alcohol Forum. Guest speakers included E.A. "Penny" Westfall, Commissioner, Department of Public Safety; Mr. Jim Fell, Director, Traffic Safety & Enforcement Programs, Pacific Institute for Research & Evaluation, Ms. Brandy Anderson, Director of Public Policy, Mothers Against Drunk Driving and Robert Thompson, Program Evaluator, Iowa Governor's Traffic Safety Bureau.

The participants were assigned to one of three working groups:

- Youth Alcohol Problems,
- Alcohol Related Tragedies & High Risk Drivers,
- Judicial System's Response to Alcohol Crimes.

Each working group was asked to develop recommendations that would reduce the number of alcohol related deaths and injuries in Iowa. The recommendations

addressed the following issues: Education, Legislation, and Enforcement. Each group's recommendations were then prioritized and, at the closing session, presented to the entire conference. The recommendations are as follows:

Youth Alcohol Problems Recommendations:

Education:

Convene a multi-disciplinary group to develop a model interpretation of existing alcohol enforcement Code sections to share at training and conference events for judges, juvenile court officers and law enforcement. The model should help gain consistent enforcement and expectations of similar consequences across the state. This training would also become the model for training liquor license holders and issuers.

Enforcement:

Increase enforcement of current laws related to youth and establish a requirement to identify the source of the last drink when an arrest is made. This can be accomplished through the use of the current arrest report or the juvenile custody questionnaire.

Legislation:

It is recommended that the state pass a .08 BAC law to further improve states drunk driving laws. Even though Iowa has strong alcohol and youth alcohol laws, as contained in Section 123 of the Iowa Code, consistent application is needed.

The 3 Working Groups:

- Youth Alcohol Problems
- Alcohol Related Tragedies & High Risk Drivers
- Judicial System's Response to Alcohol Crimes

Alcohol-Related Tragedies & High Risk Drivers Recommendations:

Education:

Train retail vendors and over-the-counter sales personnel. Iowa has been very progressive in working with some colleges and universities in developing and marketing *social norms*. Distribute social norms program to colleges and universities statewide.

Enforcement:

Continue the implementation of sTEP programs and OWI corridor programs across the state. Iowa has been a leader in implementing sTEP programs.

Legislation:

The primary recommendation is to enact a .08 BAC law. In addition, law enforcement in Iowa should be allowed to conduct sobriety checkpoints. It was also recommended to increase the beer excise tax.

Judicial System Response to Alcohol Crimes Recommendations:

Education: There is a strong need for driver education for both adults trying to get their license reinstated and first time drivers (youth). In addition, Iowa's impaired driving law needs to be promoted statewide in an effort to educate the public.

Enforcement:

Train law enforcement in order to improve documentation of cases that go to court. Courts need to take a hard line on punishment and send the message that impaired driving is not acceptable behavior.

Legislation:

The enactment of a .08 BAC law would help reduce the number of impaired driving deaths and injuries.

OUTCOME OF FORUM

Depending on the gubernatorial agenda and the priorities set by the Commissioner of the Department of Public Safety, training will be made available for judges and prosecutors on impaired driving issues and the state will increase their emphasis on youth alcohol problems. In addition, the forum attendees suggested that legislation to adopt .08 BAC should be introduced during the next legislative session.

Copies of this report will be sent to: Ms. E. A. "Penny" Westfall, Mr. J. Michael Laski, NHTSA Headquarters Office and NHTSA Regional Office.



Child Passenger Seat Use Tops 79%

...continued from page 1

During the first eight months of 2001, five children under age six died in car crashes on Iowa roads, according to statistics from the GTSB. During all of 2000, eight children under age six were killed on Iowa's roads.

During the survey children who were not restrained were often observed sitting in the laps of either the driver or passenger, standing in the front or back seats, in the cargo areas behind the back seats of vans, or riding in the backs of pickup trucks. Surveyors also observed infants lying on front or back seats, or in safety seats that were not belted into the vehicle or were facing the wrong way.

Researchers expressed concern that parents may mistakenly believe that the roads are safer in rural areas than in urban areas.

"While the statewide average for child passenger restraint usage is favorable, the lower use in rural communities remains a concern. Lower use of car seats and seat belts for children in Iowa's rural areas is consistent with an overall higher rate of preventable injuries and fatalities in rural communities," said John Lundell, IPRC Deputy

Director. "Although urban traffic crashes are more common, they are generally less likely to cause serious injury and death than rural motor vehicle crashes, where driving speeds are often higher, and emergency treatment resources can be far away," he added.

The safety of Iowa children is also on the increase with more small children being placed in the back instead of the front seat. The rear seat of a motor vehicle is always a safer location for children of all ages to ride. This year, researchers observed that 85.7 percent of children under age six were riding in the back seat.

This is a 3.7 percent increase over last year, and a substantial jump over the past eight years. In 1993 the number of Iowa children observed in the rear seat was only 52.3 percent.

"We are glad to see that the number of children traveling in child safety seats has increased," said Jan Goldsmith, GTSB, Occupant Protection Coordinator. "Caregivers need to read the instructions for proper use of the child safety seat," she added. Goldsmith emphasized the importance of keeping kids in booster seats until they are age eight. Too often, children are restrained only with lap and shoulder belts when they should also be in booster seats.

The child restraint survey is supported by the GTSB and has been conducted each year since 1988. Cars passing 37 different sites around the state were observed by surveyors during the months of May through August, 2001. These same sites, which include urban, rural and highway settings, are used each year by the survey team.

For more information...

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Child Restraint Survey Sites

<u>SITE</u>	2001 % USE <u>RATE</u>	2000 % USE <u>RATE</u>	+ or - <u>CHANGE</u>
Algona	64.5	77.5	-13.0
Armstrong	55.5	71.4	-16.0
Belle Plaine	60.3	57.1	3.2
Council Bluffs, US-6 K-Mart	86.0	69.8	16.3
Council Bluffs, Mall of the Bluffs	92.1	84.8	7.4
Cedar Falls	90.0	87.9	2.1
Cedar Rapids	85.6	85.7	-0.1
Cherokee	55.6	72.3	-16.7
Davenport	78.0	80.5	-2.5
Des Moines, E. Euclid	82.6	71.0	11.5
Des Moines, Merle Hay	89.5	81.7	7.8
Des Moines, Southridge	88.1	78.9	9.2
West Des Moines	93.7	94.3	-0.6
Dubuque	71.2	84.2	-13.0
Dyersville	77.1	86.1	-9.0
Fort Dodge	86.2	76.1	10.1
Glenwood	82.2	73.5	8.7
Guthrie Center	71.8	62.8	9.0
Iowa City	77.9	94.0	-16.1
Jefferson	71.1	74.6	-3.5
Mason City	72.7	79.8	-7.1
Newton	82.4	83.1	-0.7
Ottumwa	82.0	75.8	6.2
Pocahontas	66.7	72.2	-5.5
Red Oak	81.8	70.6	11.2
Sigourney	57.5	59.3	-1.8
Sioux City	63.8	85.2	-21.4
Storm Lake	73.9	80.1	-6.2
Waterloo	87.1	82.2	4.9
Waverly	92.4	82.9	9.5
I-35 Ankeny	94.5	87.3	7.2
I-80 Council Bluffs, Expressway	79.5	79.0	0.5
I-80 Des Moines	89.6	70.9	18.7
I-80 Victor	67.5	80.0	-12.5
US 30 Ames	96.0	83.5	12.6
US 30 Boone	79.4	72.1	7.3
US 30 Marshalltown	85.8	84.1	1.7
TOTALS	79.2	79.0	0.2

A WHALE of a Program in Harrison County

Sheriff Terry Baxter
Harrison County

Jan Goldsmith was in our office and I was telling her of a program we are involved in called WHALE which stands for We Have A Little Emergency. This program is designed so that people with car seats can place identification tags on the seats that show any medical information of the child, emergency contacts, etc. should the driver or occupants in the vehicle is unable to give necessary information.

This program has been in effect in Harrison County for approximately 2 years. It has been very popular among my residents. We provide a packet which contains everything they need. I have been paying for the packets out of my budget.

We provide the packets to parents, babysitters, grandparents, etc., to pre-schools, at county fairs, etc.



Seat Belt Awards

Monsanto, Muscatine: 85%



Monsanto of Muscatine was awarded the GTSB/NHTSA 85 percent Safety Belt Honor Roll plaque. Pictured are Jean Edwards, Jan Goldsmith, GTSB, Steve Dickey, Ryan Stewart, Vince, Charles Black, Iowa Illinois Safety Council, Larry, John Spiesman, and Oscar Berryman. Zelda Musser and Joyce Barlow appeared in costume.

GPC/Kent Feeds, Muscatine: 85%



GPC/Kent Feeds, Muscatine was awarded the GTSB/NHTSA 85 percent Safety Belt Honor Roll plaque. Pictured in the rear are John Wiegler, Kevin Fields, Trooper Al Perkins and Jim Crowder. In front are Doyle Tubandt, Jan Goldsmith, GTSB, Charles Black, Iowa Illinois Safety Council, and Nee Leau.

Communications Data Services, Inc., Red Oak: 85%



Communications Data Services, Inc., Red Oak was awarded the GTSB/NHTSA 85 percent Safety Belt Honor Roll plaque. Pictured in rear are Charlie Black, Iowa Illinois Safety Council, Jeff Pierson, Pete Wemmhoff, Ann Jones, and Jan Goldsmith, GTSB. In front are Julie Brandt, Ann Shaw, and Sheryl Porter.

Harrison County: 70%



Harrison County was awarded the GTSB/NHTSA 70 percent Safety Belt Honor Roll plaque. Pictured are members of the Harrison County Board of Supervisors, Terry King and Rollie Roberts, Jan Goldsmith, Chairman Bob Smith, and Sheriff Terry Baxter.

City of Ankeny: 80%



The City of Ankeny was awarded the GTSB/NHTSA 80 percent Safety Belt Honor Roll plaque. Pictured are Lt. Merlin Christian, Chief Paul Scranton, Jan Goldsmith, GTSB, and Mayor Merle Johnson.

2001 DRE Class



The seventh Drug Recognition Expert Class graduated in October, 2001. Denny Becker, DRE coordinator, said the program began in 1991.

Standing: Sgt. Kelly Mutschler, Franklin County SO; Officer Jeff Brinkley, Ames PD; Deputy John Pohlman, Jasper County SO; Deputy Jon Thomas, Marshall County SO; Officer Brent Meskimen, Urbandale PD; Trooper Jagat Sandhu, instructor, ISP; Officer Lori Adams, Cedar Rapids PD; Deputy Matt Fowler, Muscatine County SO; Officer Tracy Rhoads, Des Moines PD; Officer Brian Stevens, Davenport PD (top of class award); Officer Brent Kock, West Des Moines PD; Deputy Chad Klosterbuer, Lyon County SO; Chief Louis Modlin, Prairie City PD; Officer Russ Kenney, Hinton PD; and Officer Sue Martin, Mason City PD.

Front: SPO Dick Glade, instructor, Des Moines PD; Reserve Deputy Steve Brown, Taylor County SO Reserves; Chief Robert Cox, Clive PD, Denny Becker, GTSB; Sgt. Doug Hart, Iowa City PD; and Sgt. Garey Bryan, Des Moines PD.

Assisting with training but not pictured: Sgt. Craig Porter, Johnston PD; Deputy Dan Grimm, Polk County SO; Sgt. Travis Ouverson, West Des Moines PD; Sgt. Russ Belz, Story County SO; Officer Dave Hauptert, Dubuque PD; and Deputy Chad McCune, Des Moines County SO.

DREs Provide Training for School Personnel

Drug Recognition Experts are trained law enforcement officers who evaluate possible impaired drivers. But DREs are expanding their expertise into schools with a program called Drug Impairment Training for Educational Professionals. DITEP will provide school administrators, teachers, counselors, and nurses with a systematic approach to recognizing and evaluating individuals in schools who are using and impaired by drugs, in order to provide early intervention.

Sgt. Craig Porter, Johnston PD, was a student in the first DRE class in 1991. He has since become a DRE instructor and coordinates the DITEP training in Iowa. He stresses that DITEP training is not intended to qualify participants as Drug Recognition Experts, but is intended to aid in the evaluation and documentation of those suspected of using drugs and those impaired by drugs. Porter defines a drug as any substance that alters perception or behavior reducing that individual's ability to function appropriately in the academic environment.

Porter and six other DREs serve as DITEP instructors and have provided training for the school personnel in Northwest and Central Iowa. Sessions are planned in Northeast Iowa in the summer of 2002. DITEP training is coordinated through Iowa's area



education agencies. Denny Becker, Davenport PD and Deputy Russ Belz, Story County SO provide DITEP training in Central Iowa. Both are DREs and Belz is a DRE instructor.

How to Have a Great & Safe Holiday (or anytime) Party

by Charles Black,
Iowa-Illinois Safety Council

This could be considered dated material as the December holiday season is over. But two of the more deadly weekends for alcohol-related crashes are Super Bowl Sunday and St. Patrick's Day so the information is good for any holiday.
-Editor

If you are hosting a party over the holidays here are some simple tips to help make sure it is fun and safe for everyone. This could be considered dated material as the December holiday season is over. But two of the more deadly weekends for alcohol-related crashes are Super Bowl Sunday and St. Patrick's Day so the information is good for any holiday.

1. Serve food when serving alcoholic beverages. Good food complements the taste of beverages and helps to reduce the effects of alcohol, especially foods that are high in protein, like meats and cheeses.

2. Offer non-alcoholic beverages. Some guests prefer not to drink, are designated drivers or want to be able to tell the stories of how badly their friends behaved when they got drunk. Soft drinks, coffee, or non-alcohol beers make everyone feel welcome.

3. Serve measured drinks. Use a shot glass or jigger to avoid making drinks too strong.

4. Never force drinks on any of your guests. Forcing or pushing drinks can cause someone to drink more than they normally would.

5. Stop serving alcohol at least one

hour before the party ends.

Serve deserts and other foods, coffee and soft drinks. While none of these eliminate alcohol from the body time does.

6. Arrange a safe ride home for all of your guests.

Make sure all your friends have a safe ride home, designated driver or call a cab.

By planning ahead you can protect your friends from driving drunk, getting into fights, doing something stupid they will regret or creating stains on your carpet.



Art Linkletter to Speak at Iowa Older Driver Conference

By Robert Thompson
Program Evaluator, GTSB

The Iowa Safety Management System is planning a conference targeting the growing problem of older drivers in Iowa. It is set for June 19 and 20, 2002, at the University Park Holiday Inn, West Des Moines.

Iowa has one of the largest percentages of older drivers in the nation. In addition, it is a simple fact of life that we get older and the huge crop of baby boomers, now in their fifties will cause an even larger number of older drivers in Iowa. As the body ages, reaction time slows, hearing and vision diminish, and complex cognitive skills related to driving are compromised.

Currently Iowa has about 350,000 drivers 65 and older. By 2020 that figure is expected to top 500,000. Even today, more than one Iowa driver in six is 65 or older.

The issue of Iowa's aging population and how that will affect Iowa's transportation infrastructure is so significant that no fewer than five state agencies have played an active role in planning the Older Drivers forum. The Departments of Elder Affairs, Transportation, Public Safety, Public Health and Education are participating.

Among the key topics on the agenda are driver licensing, Iowa's roadway environment, human factors and aging, the role of dementia including Alzheimer's and transit alternatives.

The keynote speaker is 89-year old Art Linkletter, former radio and TV personality.

Conference planners expect to premier

an older driver video which will feature an introduction by Governor Thomas J. Vilsack. The video will address many of the issues presented at the conference.

Unlike recent older driver conferences in Arizona and Minnesota, the Iowa conference will feature the active participation of a large number of older drivers.

Several physicians and health practitioners from the University of Iowa's Injury Prevention Research Center will share some of their recent findings.

Driver license personnel from the Iowa DOT Division of Motor Vehicles, and state and local law enforcement officials will also participate.

Both the FHWA and NHTSA have been active partners in the development of



the Older Driver Conference.

Older Driver conference information is expected to be posted on the Internet by mid-April according to officials at Iowa State's University Conference Services. Call 800-262-0015 or visit the website: www.lifelearner.iastate.edu/conferences/online.htm.

Local SMS Groups:

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
319/326-8628.

Dubuque County:
10:30 a.m., Every
sixth Friday. Contact:
Cpl. Michael Retten-
meier 319/589-4469.

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

Your comments are welcome...

Visit 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

90% Seat Belt Awards
City of Waukee

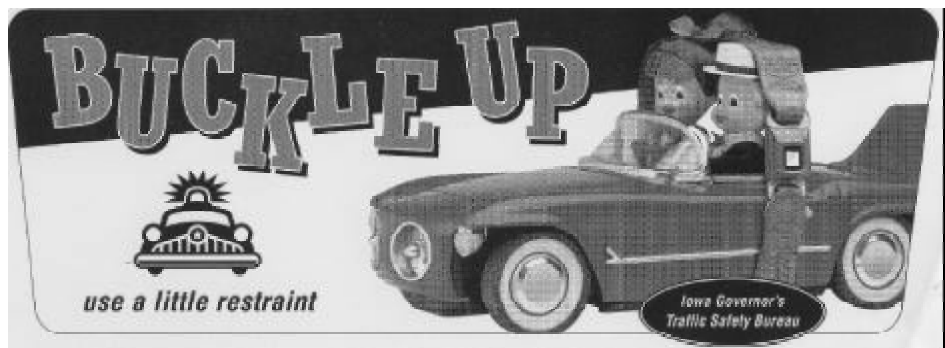


The City of Waukee was awarded the GTSB/NHTSA 90 percent Safety Belt Honor Roll plaque. Pictured are Jan Goldsmith, GTSB, Chief Larry Phillips, and Mayor Mark Leslie.

City of Villisca:



The City of Villisca was awarded the GTSB/NHTSA 90 percent Safety Belt Honor Roll plaque. Pictured are Mayor Leland Carmichael, Jan Goldsmith, GTSB, and Chief Butch Rulla.



Is your address correct?
If not, let us know.
gtsbinfo@dps.state.ia.us

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