

Summer 2001



Iowa Department of Public Safety

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.08 BAC Demonstrations Held Across Iowa

What is it like to be at .08 BAC? That is the question several groups let people determine for themselves at 27 sites around Iowa.

That question and others have arisen as Iowa and other states seek to reduce the per se blood alcohol level from .10 to .08 blood alcohol content. Does it take four beers or five beers to get to .08? And will it really affect my driving? Will I be able to successfully complete the standardized field sobriety tests?

To prepare to answer those questions at sites around Iowa, a training session was held at Marshall County SO facilities courtesy of Sheriff Ted Kamatchus. David Dudley of the Iowa Law Enforcement Academy set up the drinking demonstration with the assistance of three members of the GTSB staff, Denny Becker, Lu Simpson and Capt. Bob Rushing. Dudley is a retired lieutenant from the Iowa State Patrol and is reputed to be among the best at OWI apprehensions.

Grady said Simpson handled news releases, Becker assembled educational items from NHTSA and the Century Council and Rushing made many contacts in preparation for the demonstrations.

Pete Grady of the Prosecuting Attorneys Training Coordinator Office, praised the Marshall County facility and the people who helped coordinate the event.

Grady said participating law enforcement officers volunteered their time and services in the public spirit. "They know the dangers of impairment at .05 let alone .08 and they wanted to bring the issue to the public's attention," he said.

The local events were held on August 8 (.08 on 08/08). Local agencies used local resources, including volunteers to drink and secured donations of alcohol. The goal was to get volunteer drinkers to the .08 BAC level but most of them did not get that high. In a few cases, volunteer drinkers went over the .08 BAC level.

Continued on page 5...

sSTEP Waves 2001

November 19-25

Iowa seat belt use	78%
Goal by 2001	85%
Midwest ranking	# 2
U.S. Ranking	#12

Calendar

Oct 19:
Red Ribbon
Kickoff, Nollen
Plaza, Des
Moines

Oct 23:
Peer Exchange
for Multi-Disciplin-
ary Safety Teams
Sheraton Four
Points, Merle Hay
Road, Des
Moines

Oct 23-24:
ITCSA, Sheraton
Four Points,
Merle Hay Road,
Des Moines

Oct 26-27:
Iowa EMS Assn.
Conference, Polk
County Conven-
tion Complex,
Des Moines

Nov 8:
Alcohol Forum,
Sheraton Four
Points, Army Post
Road, Des
Moines

Nov 19-25:
sSTEP Enforce-
ment Week

Multi-Disciplinary Safety Teams Prepare for Peer Exchange

Iowa's SMS committee is hosting a Peer Exchange for multi-disciplinary safety teams October 23. Invitees represent professionals from Iowa's major metropolitan areas with various levels of interest in the teams. They include:

- well established safety teams with some solid successes under their belts
- newly formed or in-transition groups
- agencies or other organizations interested in forming a safety team

No two traffic safety teams are alike. Some focus on enforcement, others on emergency management, traffic engineering, or education. Team members may represent cities, counties, metropolitan planning organizations, state and federal agencies, private safety initiatives, associations, or other groups. Some teams have active subgroups. Some metropolitan areas have more than one team, each with its own focus.

Organizers targeted nine of Iowa's more metropolitan counties to attend the Peer Exchange: Black Hawk, Dubuque, Johnson, Linn, Polk, Pottawattamie, Scott, Story, and Woodbury. Each traffic safety team will present a brief overview of its group and how it operates.

Attendees will participate in informal, directed discussions to identify and share new, innovative, and effective approaches for addressing traffic safety-related issues. Topics of discussion will include:

- sharing success stories
- finding funds for initiatives
- locating state resources to support teams
- broadening and strengthening membership
- collaborating with related groups
- identifying traffic safety challenges and developing appropriate actions
- expanding or adjusting missions
- handling meetings and other logistics

The workshop is set for Tuesday, October 23 from 8 a.m. until 1 p.m. at the Sheraton Four Points Hotel, 4800 Merle Hay Road, Des Moines.

The Peer Exchange will directly precede ITCSA's annual conference which begins at 1 p.m. October 23 and will conclude at noon on October 24.

If you have questions concerning the Peer Exchange, contact Tom McDonald, Center for Transportation Research and Education, 515/294-6384 or by e-mail: tmcdonal@iastate.edu.

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/

What is a TEAP Study?

by Tim Simodynes, Engineer
Office of Traffic and Safety, Iowa DOT

Officials of the city of Sioux Center were concerned recently with high speeds and frequent crashes on Main Street. Through the Traffic Engineering



Assistance Program managed by the Iowa DOT, an engineering study was conducted at no cost to the city. The study identified long-range and short-range recommendations, as well as guidance for implementing them. As a result of the study, low-cost changes were made

to the signs and pavement markings which have significantly reduced crashes and speeds.

Similarly, there was trouble with turning traffic on West Main Street in the city of Manchester. A TEAP study was conducted that identified the best locations for adding turn lanes, as well as potential funding sources. "This study has been invaluable to help justify the need for traffic safety improvements," said Manchester City Manager Dave Heiar. "With the help of the TEAP study, the city of Manchester has been able to obtain grant funds for a turning lane project."

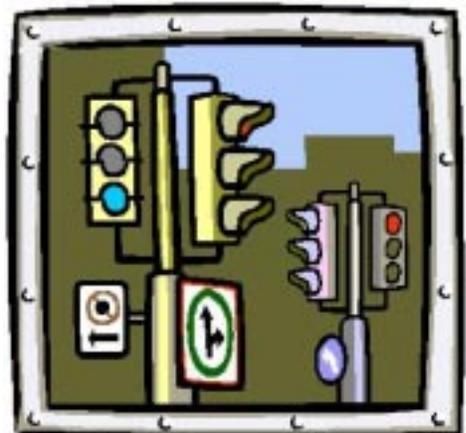
Nearly 25 years ago Iowa highway safety officials recognized the benefits of making traffic engineering expertise available to cities and counties in Iowa. Since 1977, TEAP has been providing traffic and safety engineering services to eligible local governments. Some typical subjects of TEAP studies include individual intersections, short corridors, railroad crossings, school pedestrian and bus routes, and locating truck routes.

TEAP is funded annually by the GTSB and managed by the Iowa DOT's Office of Traffic and Safety. Although most Iowa DOT activities are limited to the state highway system, this GTSB-funded program is available for any public roadway. According to Iowa DOT Director Mark Wandro, "The TEAP program exemplifies the important role state government can play in assisting local jurisdictions solve traffic engineering challenges."

TEAP studies are available to any city or county that does not have the personnel or resources available to conduct a study on its own. When a problem is identified by a city or county and approved by the DOT, an engineering consultant is assigned to conduct the study. Although there is no cost to the participating city or county, the city officials will be required to assist with background data collection such as turning movement counts, crash records and field measurements.

To request a study, send a letter describing the problem to the local systems engineer at the appropriate DOT district office. For more information about TEAP contact:

Tim Simodynes
Iowa DOT Office of Traffic & Safety
515/239-1349
or by E-mail to:
tim.simodynes@dot.state.ia.us



.08 Demonstrations

...Continued from page 1.

.08 BAC Demo Sites:

Adel
Allison
Anamosa
Atlantic
Bettendorf
Burlington
Carroll
Cedar Rapids
Centerville
Corydon
Council Bluffs
Des Moines
Fairfield
Grundy Center
Hampton
Indianola
Johnson County
Johnston
Logan
Marshalltown
Mason City
Mount Ayr
Nevada
Red Oak
Sioux City
Washington
Waterloo

Organizers tested the BAC of volunteer drinkers and put them through the standardized field sobriety test (walk and turn, one-leg stand, and horizontal gaze nystagmus).

Organizers made certain non-drinking observers were present.

In all cases the demonstrations were open to the public. Many received significant media attention.

The demonstrations were sponsored by the Iowa State Sheriffs and Deputies Association, Iowa Chiefs of Police and Peace Officers Association, the Iowa County Attorneys Association, and endorsed by Iowa Attorney General Tom Miller.

Black Hawk County



One of the demonstration sites was in Waterloo where area professionals and legislators observed volunteers experience .08 BAC. Pictured are Deputy Kiley Winterburg, Butler County SO, Deputy Tony Thompson, Black Hawk County SO, Sgt. Jeff Marsh, Hudson PD, Senator Kitty Rehberg, Representative Bill Dotzler, Officer Dave Surovy, Evansdale PD, Senator Patricia Harper, Officer Jeff Tyler, Waterloo PD, Deputy Doug Strike Chickasaw County SO, and State Senator Betty Soukup.

Johnson County

Captain Matt Johnson, Iowa City PD, contributed several photos from the demonstration in Johnson County. He said the event was well attended by the media as well as members of local, county and state government.

Johnson said the demonstration was supported by the Johnson County SO, University of Iowa DPS, Coralville and Iowa City PDs and the Johnson County Attorney's Office.

Lori Peterson, an Iowa City PD communications operator, was a Johnson County volunteer and was put through standardized field sobriety tests. At left she attempts the one-legged stand. Below an officer administers the horizontal gaze nystagmus examination.



Coralville and Iowa City officers observe a volunteer drinker.



Iowa City Police Chief R.J. Winkelhake visits with Pat Harney, Johnson County Board of Supervisors.





The images shown on the right describe proper use of child safety seats. It is part of the "Buckle Up, Baby!" campaign supported by the GTSB.

The image below describes a life saved by proper use of a child safety seat and is used with permission of the father of the child.

Companion pieces include two pamphlets detailing proper use as well as common errors of child safety seat installation. Plans include a Spanish language version. A series of 11 vignettes on videotape was produced as an instructional tool. The pamphlets and video tapes are available from the GTSB.

Bill Grismer, of the Integer Group, the GTSB's advertising agency, said the images shown on this page will be disseminated to 350 daily & weekly newspapers throughout Iowa via The Link in Iowa Falls.



ANOTHER CHILD SAVED APRIL 17, 2001 • AMES, IOWA

18-month-old Michael Bronemann survived this car crash because his child safety seat was correctly installed in the car's back seat.

Buckle up, baby!

IOWA GOVERNOR'S TRAFFIC SAFETY BUREAU

Permanent Fit Station Locations

County City

Black Hawk
Waterloo
Butler
Allison
Cerro Gordo
Mason City
Chickasaw
New Hampton
Dubuque
Dubuque
Franklin
Hampton
Lee
Donnellson
Linn
Cedar Rapids
Polk
Urbandale
Pottawattamie
Council Bluffs
Scott
Eldridge
Union
Creston
Washington
Washington
Webster
Ft. Dodge
Woodbury
Sioux City

Fitting Iowans for Life: An Occupant Safety Program

by Lisa Lutz
Injury Prevention Coordinator,
Iowa Department of Public Health

The rise of working mothers, day care and single-parent families means that today's young children spend more time in cars than the baby boomers in their infancy. Children have a very complicated transportation life. Not only are they riding in their parents' cars but also in caregivers' cars and using different seats each time they travel. According to a study conducted by NHTSA in 1997, of the 604 children age 4 and under who died in crashes, 45 percent were neither in car seats nor belted. Of the 1,424 children ages 5 through 15 who were killed, the proportion unbuckled was even higher at 63 percent. These alarming statistics coupled with the high misuse rate of child restraints captured the attention of the federal government.

In January of 1999 Jim Hall, former chairman of the National Transportation Safety Board, introduced a bold measure to reduce the dangers that kids face on U.S. roads. Hall called for establishment of a nationwide network of local centers that would provide parents and caregivers with a permanent place to consult trained technicians on the proper use of car seats for their children. According to Hall, there are now approximately 100,000

potential combinations of car seats and automobile models. This phenomenal number contributes to the confusion and anxiety that parents and caregivers feel when trying to purchase and install a car seat. The local centers, called "fitting stations," are being developed and will help eliminate parents' and caregivers' concerns and provide education to the public. The concept of fitting stations was first introduced in Australia more than 15 years ago

starting with 60 stations in 1985 and growing to 132 stations today.

These fitting stations can be located at EMS services, police departments, fire stations, hospitals, auto dealerships or other local businesses. The services provided at the fitting stations include: checking the car seat to see if it is installed correctly, making sure the seat is free of recalls and that the seat fits the child appropriately. Before leaving the stations all questions are answered and the parent or caregiver reinstalls the seat with the assistance of a certified technician.

As part of this new measure, the Bureau of EMS received a state-level leadership grant entitled "Fitting Iowans for Life" from the American Public Health Association,

NHTSA and the American Medical Association to pilot six fitting stations across the state. The original sites have seen great success and are being used as models for others interested in setting up fitting stations in their local communities.

Federal funding received by the GTSB calls for a fitting station to be established in each of the 99 counties. The Bureau of EMS will administer this program and develop a statewide network of fitting stations. A list of communities with a fitting station is listed in the box on the left.

For more information on this program or how to contact a station near you please call Lisa Lutz, Injury Prevention Coordinator at 515/725-0324.



ITCSA/SMS Host Peer Exchange

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. Jerry Behning 319/326-6112.

Dubuque County:

10:30 a.m., Every sixth Friday. Contact: Cpl. Michael Rettenmeier 319/589-4469.

Pottawattamie County (SWIFT):

Meetings vary. Check www.cbtraffic.net Blake Redfield 712/328-4645.

The Iowa Traffic Control and Safety Association in cooperation with Iowa's Safety Management Coordinating Committee will host a workshop for local multi-disciplinary safety teams, safe communities and others who are involved in or interested in local, cooperative highway safety initiatives.

(More about the Peer Exchange on page 2. - Ed.)

ITCSA was a pioneer in promoting highway safety information exchange among the traffic engineering, law enforcement and EMS communities more than 25 years ago.

Iowa's SMS coordinating committee has picked up the mantle in recent years, providing funding for local multi-disciplinary initiatives in several communities.

Included among Iowa's most active local cooperative safety groups are the Scott County CARS group, the Dubuque County team, and Pottawattamie County's Southwest Iowa Freeway Team.

Safe Community efforts have been in place for several years in the form of

Black Hawk County's Arrive Alive and Woodbury County's Siouxland Cares. Recently a Safe Community effort was launched in Linn County.

Law enforcement agencies in Polk and surrounding counties meet regularly as part of the Central Iowa Traffic Safety Task Force. Engineers, planners, and law enforcement meet regularly in Polk County as part of the Metropolitan Traffic Management Team.

The Iowa Division of FHWA has also been a long time supporter of multi-disciplinary safety groups and NHTSA's Region VII office has encouraged and promoted the development of Safe Communities in Iowa.

An SMS Committee's Field Trip to the U of I

Iowa's Safety Management System's coordinating committee met with University of Iowa research personnel at the Iowa City campus this summer. The committee wanted to learn about various aspects of older driver research. Among the featured presenters were Dr. Matt Rizzo, professor of neurology, Dr. Thomas Schnell, assistant professor of industrial engineering, Dr. Robert Wallace, professor of epidemiology and Geri Hall, a nurse who specializes in the effects of Alzheimers disease on driving.

Robert Thompson, GTSB evaluator, said persons age 75 and older represent Iowa's fastest growing group of drivers. During the afternoon, the SMS committee was given a tour of the U of I's Health Center's Neurology driving simulator shown below.



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

Seat Belt Awards

Polaris Industries: 85%



Polaris Industries, Forest City, was awarded the GTSB/NHTSA 85 percent Safety Belt Honor Roll plaque. Pictured at extreme left is Charlie Black, Iowa Illinois Safety Council, then nine Polaris employees: Erma Preston, Al Regelstad, Carla Hamilton, Kim Manson, Laurie Diekman, Kelli Van Gelder, Mark Karl, Jim O'Neill and Robert Matheson. At extreme right is Denny Becker, GTSB. Matheson said that Polaris has a seat belt policy for company vehicles but that seat belt use by employees outside of work is voluntary.

**McLeod USA
Cedar Rapids &
Des Moines Offices: 85%**



The Cedar Rapids and Des Moines offices of McLeod USA were awarded the GTSB/NHTSA 85 percent Safety Belt Honor Roll plaque. Robert Probasco, safety trainer, receives the plaque from Jan Goldsmith, GTSB occupant protection coordinator. At right is Charlie Black, Iowa Illinois Safety Council.



Life Toll
 YTD 2001 201
 Grand Total 4,631

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