

CHAPTER FOUR

MANAGING RISK WITH THE IPDE PROCESS

4.1 THE IPDE PROCESS

4.2 IDENTIFY AND PREDICT

4.3 DECIDE AND EXECUTE

4.4 USING THE IPDE PROCESS

WHAT ARE THE THREE MOST
IMPORTANT FACTORS IN
CONTROLLING YOUR
VEHICLE?

1. SPEED

2. SPEED

3. SPEED

**AFTER SPEED, WHAT ARE THE NEXT
TWO MOST IMPORTANT FACTORS IN
CONTROLLING YOUR VEHICLE?**

1. KNOWLEDGE

2. JUDGMENT

**HOW DOES A DRIVER GAIN
KNOWLEDGE AND JUDGMENT?**

EXPERIENCE

EXPERIENCE

EXPERIENCE

HOW DOES ONE GAIN EXPERIENCE?

ONE LISTENS TO AND RESPECTS ONE'S
INSTRUCTOR, WHETHER THE
INSTRUCTOR IS THE BEHIND THE
WHEEL INSTRUCTOR OR THE
CLASSROOM INSTRUCTOR.

THE STUDENT APPLIES WHAT HE/SHE
HAS LEARNED AND PRACTICES IT
WHETHER THE STUDENT IS DRIVING
WITH AN INSTRUCTOR OR A PARENT.

4.1 The IPDE Process

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Risk

All activities throughout a person's life involve some degree of risk.

Driving a vehicle in today's environment can cause you to be at a very high degree of risk. Risk factors can be contributed by the driver, by the vehicle, and by the roadway and environment.

Some risk factors are contributed by the vehicle.

- bald tires
- poorly adjusted brakes
- dirty windshield
- broken headlight
- worn wiper blades

Driver-contributed risk factors

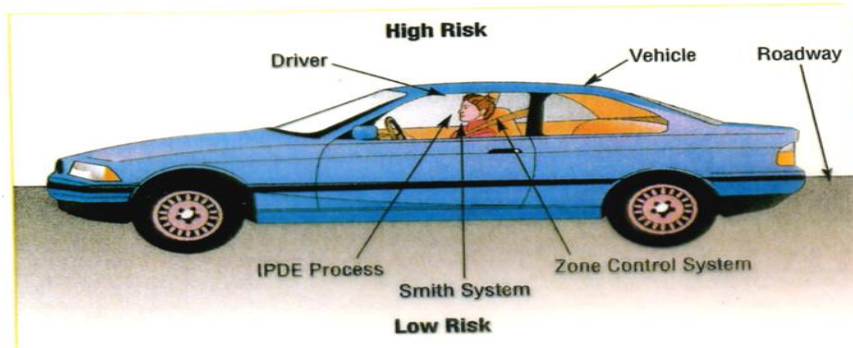
- adjusting radio
- being angry
- having blurred vision
- combing hair
- drinking while driving
- using a cellular phone

Risk factors contributed by the roadway and the environment may include the following:

- bright sun
- construction
- dark shadows
- snow and ice
- sharp curve

COMMON
DISTRACTIONS

BEING OVER CONFIDENT



Because some degree of risk is always present, try to make sure nothing about your own condition or the condition of your vehicle raises your level of risk.



This M1 Abrams tank might be the best way to manage risk when driving

KATHY A. BOLTEN, Metro Communities Editor,
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Iowa targets traffic deaths

By TOM ALEX
REGISTER STAFF WRITER

Iowa transportation officials are targeting driver distractions such as cell phones and vehicle video systems in an effort to lower the number of traffic fatalities.

Iowa will record at least 426 traffic fatalities in 2007 — fewer than the number killed in 2006 or 2005, but far more than the number of dead in 2004 crashes.

Officials said that when fatalities dropped to 388 at the end of 2004, the lowest number since World War II, it was believed that traffic fatalities would continue to drop. That

Text messaging, entertainment systems are dangerous distractions, officials say

didn't happen.

"These are not numbers, they are people," said Tom Welch, state safety engineer with the Iowa Department of Transportation. "These are people's parents, their kids and friends."

Welch said safety features like rumble strips are being added to roadways to help save distracted and sleepy drivers. But the challenge for safety officials is to find a way

to keep drivers from being distracted in the first place.

"There's a lot of multitasking and text-messaging going on," Welch said. "Map reading, cell phones, computers in cars. We are seeing entertainment centers in vehicles. Some have two videos going at the same time."

He said the state is paving shoulders and adding safety cables to prevent vehicles

from crossing into oncoming lanes. But that process will take years to complete.

Scott Falb, a spokesman with the DOT, expects more reports of fatal accidents from 2007 in the coming days.

"If the final figure for 2007 is around 435, that will be pretty close to our 10-year average of 442," Falb said. "We were hoping it would go down more than that."

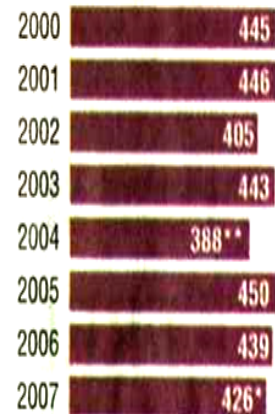
Last year also recorded a dramatic increase in motorcycle fatalities. Sixty-one people died in motorcycle crashes in 2007, including 10 who were killed in collisions with deer.

Motorcycle deaths had been dropping for years, but the statistics appear to be headed back up to numbers not seen since the 1980s.

Safety officials thought they were getting a handle on motorcycle crashes a decade ago when the total number of motorcycle fatalities in 1997 dropped to 16. That number climbed to 30 by 2000.

Iowa traffic fatalities

Iowa's traffic fatalities have remained steady for most of the past eight years.



* Officials say more deaths may be added as late reports come in. Last year, nine additional victims were added to the 2006 fatality list after the new year began.

** Lowest number of fatality crashes since World War II

Source: Iowa Department of Transportation

Distracted drivers top cause of crashes

By **KEN THOMAS**
ASSOCIATED PRESS

Blacksburg, Va. — Those sleep-deprived, multitasking drivers — clutching cell phones, fiddling with their radios or applying lipstick — are involved in an awful lot of crashes.

Distracted drivers were involved in eight out of 10 collisions or near-crashes, says a study released Thursday by the government.

Researchers reviewed thousands of hours of video and data from sensor monitors linked to 200 drivers, and pinpointed examples of what keeps drivers from paying close attention to the road.

"We see people on the roadways talking on the phone, checking their stocks, checking scores, fussing with their MP3 players, reading e-mails, all while driving 40, 50, 60, 70 miles per hour and sometimes even faster," said Jacqueline Glassman, acting administrator of the government's highway safety agency.

A driver's reaching for a moving object increased the risk of a crash or potential collision by nine times, according to the National Highway Traffic Safety Administration and the Virginia Tech Transportation Institute.

They found that the risk of a crash increases threefold when a driver is dialing a cell phone.

Video footage shows four different angles of the driver — the face, a view of the steering wheel and instrument panel, and front and rear views of the vehicle — and offers a look at the moments before a crash:

- A young woman craning her neck to look out the driver's side window before rear-ending a stopped car. She cups her hand over her mouth in disbelief.

- An out-of-control sedan skidding in front a woman's car, causing a collision. The air bag deploys and the driver's hair, tied back behind her ears, flies into her face.

Researchers said the report showed the first links between crash risks and a driver's activities, from eating and talking to receiving e-mail.

"All of these activities are much more dangerous than we thought before," said Dr. Charlie Klauer, a senior research associate at the institute.

For more than a year, researchers studied the behavior of the drivers of 100 vehicles in metropolitan Washington, D.C. They tracked 241 drivers, who were involved in 82 crashes of various degrees of seriousness — 15 were reported to police — and 761 near-crashes. The air bag deployed in three instances.

The project analyzed nearly 2 million miles driven and more than 43,300 hours of data.

Also Thursday, a preliminary report from the safety agency said the highway death rate rose slightly in 2005 after falling for two years. The government said 43,200 people died on the road, compared with 42,636 in 2004.

Breakthrough Research on Real-World Driver Behavior Released

Thursday, April 20, 2006

Contact: Sherri Box, VTTI
Telephone: (540) 231-1549

Contact: Elly Martin, NHTSA
Telephone: (202) 366-9550

NHTSA, Virginia Tech Transportation Institute Release Findings of Breakthrough Research on Real-World Driver Behavior, Distraction and Crash Factors

Driver inattention is the leading factor in most crashes and near-crashes, according to a landmark research report released today by the National Highway Traffic Safety Administration (NHTSA) and the Virginia Tech Transportation Institute (VTTI).

Nearly 80 percent of crashes and 65 percent of near-crashes involved some form of driver inattention within three seconds before the event. Primary causes of driver inattention are distracting activities, such as cell phone use, and drowsiness.

"This important research illustrates the potentially dire consequences that can occur while driving distracted or drowsy. It's crucial that drivers always be alert when on the road," said Jacqueline Glassman, acting administrator of NHTSA. Her remarks were made during a news conference today at VTTI in Blacksburg, VA.

The 100-Car Naturalistic Driving Study tracked the behavior of the drivers of 100 vehicles equipped with video and sensor devices for more than one year. During that time, the vehicles were driven nearly 2,000,000 miles, yielding 42,300 hours of data. The 241 drivers of the vehicles were involved in 82 crashes, 761 near crashes, and 8,295 critical incidents.

"The huge database developed through this breakthrough study is enormously valuable in helping us to understand—and prevent—motor vehicle crashes," said Dr. Tom Dingus, director of VTTI.

In addition, a follow-on analysis to the 100-Car Study has also been released. Focused on the types of driver inattention and their associated risk, key findings include:

- **Drowsiness is a significant problem that increases a driver's risk of a crash or near-crash by at least a factor of four. But drowsy driving may be significantly under-reported in police crash investigations.**
- **The most common distraction for drivers is the use of cell phones.** However, the number of crashes and near-crashes attributable to dialing is nearly identical to the number associated with talking or listening. Dialing is more dangerous but occurs less often than talking or listening.
- **Reaching for a moving object increased the risk of a crash or near-crash by 9 times; looking at an external object by 3.7 times; reading by 3 times; applying makeup by 3 times; dialing a hand-held device (typically a cell phone) by almost 3 times; and talking or listening on a hand-held device by 1.3 times.**
- **Drivers who engage frequently in distracting activities are more likely to be involved in an inattention-related crash or near-crash. However, drivers are often unable to predict when it is safe to look away from the road to multi-task because the situation can change abruptly leaving the driver no time to react even when looking away from the forward roadway for only a brief time.**

The 100-Car Study and its follow-on analysis were co-sponsored by NHTSA, the Virginia Transportation Research Council (the research division of the Virginia Department of Transportation) and Virginia Tech.

The background and results of both studies are available on NHTSA's website under Research and Development at <http://www-nrd.nhtsa.dot.gov/departments/nrd-13/newDriverDistraction.html>

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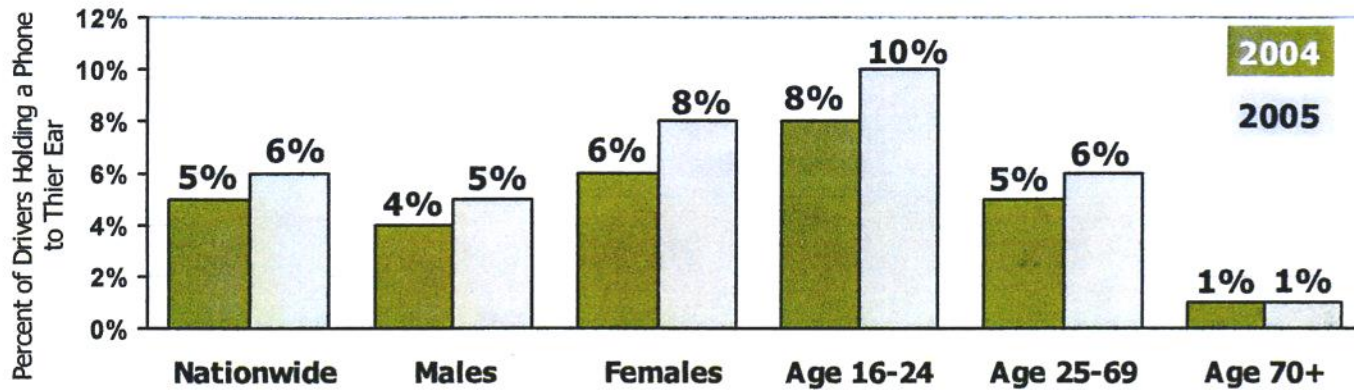
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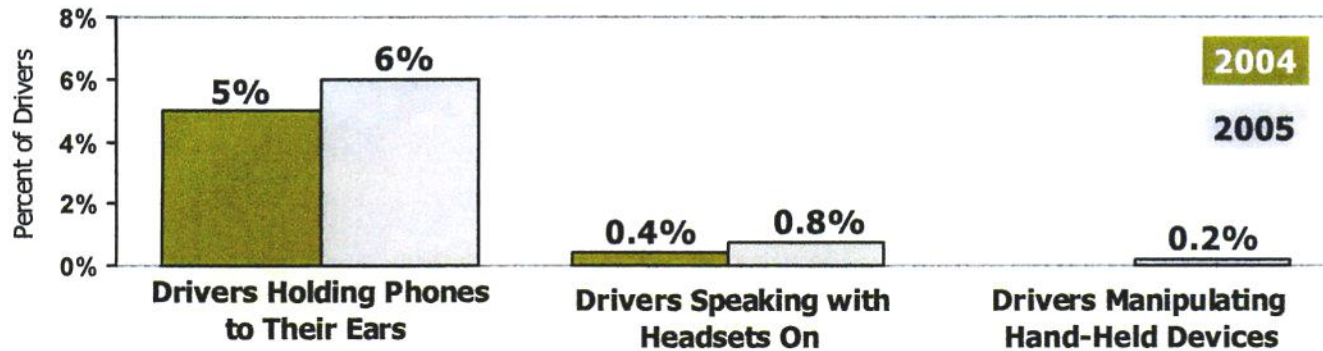
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The Percent of Drivers Holding Phones to Their Ears



Source: National Occupant Protection Use Survey, NHTSA's National Center for Statistics and Analysis, 2004-2005

Various Distraction Behaviors, 2004-2005



Source: National Occupant Protection Use Survey, NHTSA's National Center for Statistics and Analysis, 2004-2005

Driver cell phone use is largely unrestricted by State laws. No States ban use outright. Currently, three States and the District of Columbia ban the use of hand-held phones while driving. One of these bans took effect in 2001 (New York), two in 2004 (New Jersey in May 2004 and DC in July 2004), and one in 2005 (Connecticut). However, Connecticut's ban took effect in October, after the 2005 NOPUS was

States with Laws Banning Hand-Held Cell Phone Use While Driving¹

New York	New Jersey	District of Columbia
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¹States with laws in effect as of June 30, 2005. Also includes DC. In no other States did such laws take effect during the period June 30, 2004 – June 30, 2005. However, Connecticut enacted a law that took effect in October 2005.

conducted. A small number of States otherwise restrict the manner of use, e.g., by requiring sound to travel unimpaired to at least one of the driver's ears or requiring at least one hand on the steering wheel at all times. A few States ban use in certain situations, such as when operating a school bus or public transit vehicle. In addition, some major cities have hand-held bans or otherwise restrict use.

Driving while using a headset is even less restricted by traffic laws. No States or major cities ban use outright. As with driver cell phone use, a small number of States restrict the manner of use, e.g., by requiring sound to travel unimpaired to at least one of the driver's ears, or ban certain types of use in certain situations, such as by banning cell phone use (whether hand-held or hands-free) when operating a school bus or public transit vehicle.

NHTSA's policy on using cell phones while driving is conveyed in the following statements from www.nhtsa.gov: "The primary responsibility of the driver is to operate a motor vehicle safely. The task of driving requires full attention and focus. Cell phone use can distract drivers from this task, risking harm to themselves and others. Therefore, the safest course of action is to refrain from using a cell phone while driving." More information on the agency's policy can be found on this Web site.

Distractions a threat to teen drivers

By **JAN DENNIS**
ASSOCIATED PRESS

Bloomington, Ill. — More teenagers are heeding warnings about drinking and driving, but they routinely face behind-the-wheel distractions ranging from cell phones to passengers that contribute to thousands of fatal crashes every year, according to a study released Thursday.

Teens often take the wheel amid commotion, angst or fatigue that would be challenging even for older drivers, said Dr. Flaura Winston, chief investigator for the study.

“We need to go beyond the message of drinking and driving and also talk about the message of distractions,” said Winston, a pediatrician with the Children’s Hospital of Philadelphia.

Des Moines Register January 26, 2007

The study by the hospital and State Farm Insurance Co. asked students what happens when their peers drive that makes them unsafe.

Ninety percent said they rarely or never drive after drinking or using drugs.

But teens reported a host of other in-car distractions that researchers say help make traffic accidents the No. 1 killer of U.S. teens.

Researchers found that one teen passenger with a teen driver doubles the risk of a fatal crash, while the risk is five times as high when two or more teens ride along. Most states have laws restricting passengers when teens drive.

Nearly 90 percent of teens reported seeing peers drive while talking on cell phones and more than half had seen drivers using hand-held games or listening devices or sending text messages.

Teen in crash may have tried to outrun truck

A witness says that as a firetruck approached a West Des Moines intersection, Erika Schwager 'gunned it.'

By **MELISSA WALKER**
REGISTER STAFF WRITER

Investigators on Tuesday tried to determine if a critically injured West Des Moines teenager tried to beat a firetruck through an intersection before her car was broadsided in a chain-reaction collision.

Rescuers used special equipment to free Erika Schwager, 16, from her mangled car Monday night. Three firefighters aboard the West Des Moines firetruck escaped injury.



Schwager

Police said Schwager, a junior at Des Moines Christian School, was on her way home after shopping at Valley West Mall when the accident happened shortly before 9 p.m. at Valley West Drive and Westown Parkway.

The firetruck was headed

to the mall, where an alarm had sounded at the Younkers department store. It turned out to be a false alarm.

"It looked like she was trying to beat the firetruck," said Craig Clark, whose vehicle was struck by another as a result of the collision. "Two police cars had already gone through. She came up to the intersection and slowed down, and then she gunned it trying to beat the firetruck."

No charges have been filed. A Mercy Medical Center spokeswoman said Tuesday that Schwager, of 4120 Lexington Plaza, was in intensive care. The hospital would not make public information about her injuries.

As a driver you are responsible for making good decisions

It was reported in the media that a bloody cell phone was found on the seat of Ms. Schwager's car

REMEMBER THE FILM CLIP FROM CHAPTER 1
OF THE FOUR TEENS FROM THE WEBSTER
CITY AREA?

THE DRIVER, 16, WAS TALKING TO HIS MOTHER
ON A CELL PHONE WHEN HE FAILED TO STOP
FOR A STOP SIGN AND DROVE INTO THE SIDE
OF AND UNDER A SEMI TRAILER AS IT WAS
PASSING IN FRONT OF THE SIDE ROAD ON
WHICH HE WAS DRIVING KILLING HIMSELF AND
HIS FRONT SEAT PASSENGER.

THIS INCIDENT HAS INCREASED THE CELL
PHONE DEBATE IN IOWA



- Remember the young lady from Audubon who died as a result of her friend driving and texting at the same time?
- Driving is a full time job that requires a driver's complete attention

PLAY ▶



IOWA'S NEWS LEADER

TEXTING AND DRIVING DANGERS



10:00

National Transportation Safety Board

State Graduated Licensing Laws

September 2006

State	GDL 3-stage system H-93-8 & H-02-32	Passenger Restriction H-02-30 & -32	Cell Phone Restriction H-03-8
Alabama	Yes	Partial	
Alaska	Yes	Yes	
Arizona	Partial		
Arkansas	Partial		
California	Yes	Yes	
Colorado	Yes	Yes	Partial
Connecticut	Yes	Yes	Yes
Delaware	Yes	Yes	Yes
D.C.	Yes	Yes	Partial
Florida	Yes		
Georgia	Yes	Yes	
Hawaii	Partial	Partial	
Idaho	Yes		
Illinois	Yes	Yes	Yes
Indiana	Yes	Partial	
Iowa	Yes		
Kansas	Partial		
Kentucky	Yes	Yes	
Louisiana	Yes		
Maine	Yes	Yes	Yes
Maryland	Yes	Partial	Yes
Massachusetts	Yes	Partial	
Michigan	Yes		
Minnesota	Partial		Yes
Mississippi	Yes		
Missouri	Yes	Partial	
Montana	Yes	Partial	
Nebraska	Partial		
Nevada	Partial	Partial	
New Hampshire	Yes	Yes	
New Jersey	Yes	Yes	Yes
New Mexico	Yes	Yes	
New York	Yes	Partial	Partial
North Carolina	Yes	Yes	Yes
North Dakota	Partial		
Ohio	Yes		
Oklahoma	Yes	Yes	
Oregon	Yes	Yes	
Pennsylvania	Yes		
Rhode Island	Yes	Yes	Yes
South Carolina	Yes	Partial	
South Dakota	Yes		
Tennessee	Yes	Yes	Yes
Texas	Yes	Yes	Partial
Utah	Yes	Yes	
Vermont	Yes	Yes	
Virginia	Yes	Partial	
Washington	Yes	Yes	
West Virginia	Yes	Partial	Yes
Wisconsin	Yes	Yes	
Wyoming	Partial	Partial	
TOTAL	Yes: 41 States and DC Partial: 9 States	Yes: 22 States and DC Partial : 13 States	Yes: 11 Partial: 3 & DC

Bill would limit teens' passengers

The full Senate will debate whether young motorists should be barred from giving rides to nonsiblings.

By **JENNIFER JACOBS**
REGISTER STAFF WRITER

Drivers under age 18 would not be able to transport passengers other than siblings under a bill lawmakers are considering.

The limitation would be in place during the first six months that a teen holds an intermediate driver's license.

However, Senate Study Bill 3085 would allow a novice driver to carry passengers if a parent rode along.

"It's about keeping kids safe," said Sen. Tom Hancock, a Democrat from Epworth.

Lawmakers have other ideas for keeping teens safer, including making them buckle up in any seat of the car and forbidding them from talking or text-messaging on cell phones

while driving.

The passengers bill got the unanimous approval of the Senate Transportation Committee on Tuesday.

The restrictions would also apply to any driver with a school permit. Such a teen would be forbidden from transporting passengers except siblings or household members unless a parent or guardian is in the car, the bill says.

The passenger rule would apply the whole time the teen has the school permit.

The bill also would add new training requirements to get a school permit. School permits allow youths ages 14 to 18 years old to drive for school-related purposes.

To get a school permit, a

Passenger rule for teen drivers

PROPOSAL: A teenage driver would not be able to transport passengers other than siblings unless a parent rides along under Senate Study Bill 3085. The restriction would apply the whole time a driver has a school permit, but only during the six months after a teen first gets an intermediate driver's license.

WHAT'S NEXT: The full Senate will vote on the bill.

CONTACT: Sen. Tom Hancock, a Democrat from Epworth, at tom.hancock@legis.state.ia.us.

teenager must drive at least 18 hours on the street or highway during daylight plus two hours after dark, under the supervision of an adult, such as a parent, guardian or instructor.

Twenty hours of training is already required for an intermediate license.

The bill would clarify that a school permit is valid for travel between home and the school where the teenager is enrolled, and to and from extracurricular activities at any school in the driver's own

school district.

Sen. Brad Zaun, a Republican from Urbandale, asked Hancock about "the driving force" behind the bill.

Hancock said it was suggested by state Department of Transportation officials, who are looking out for inexperienced young drivers.

Sen. Matt McCoy, a Democrat from Des Moines, voted in favor of the bill but predicted some families, especially those involved in sports and other activities, wouldn't like it.

"I think you're going to run into challenges from parents on why one of the kids can't take his teammate next door the 15 miles up to school when they're practicing at 6 in the morning for swim team," McCoy said.

If a young driver violates the provisions of the proposed law, the punishment would be a fine of \$30. The teenager could also be subject to a remedial interview with a DOT driver's license examiner. Young drivers must be free of accidents or moving violations for six months before they qualify for an intermediate license and a year before they can get an unrestricted license.

The next stop for the bill is the full Senate. It would also need House approval to become law.

Reporter Jennifer Janeczko Jacobs can be reached at (515) 284-8001 or jejacobs@dmreg.com

Des Moines Register 3/5/08 The bill may not pass this session but the issue is not going away. It will eventually pass. A passenger restriction law would bring Iowa closer to the Federal guidelines for inexperienced teen drivers



2008 IOWA
LEGISLATURE

Teen driving proposal joins scores of bills labeled dead

By **JASON CLAYWORTH**
and **JENNIFER JACOBS**
REGISTER STAFF WRITERS

Teen drivers got a free pass this year from lawmakers who considered prohibiting them from hauling their friends around.

The bill to restrict passengers is dead for 2008 but it is not likely to go away. Look for this issue to come up again next session.

Des Moines Register
Friday, March 28, 2008

Cellular bans

Only four states and Washington, D.C., have complete bans on cell phone use while driving but 15 others have restrictions. New Hampshire, for example, doesn't specifically ban cell phones but drivers face prosecution if they are using such a device while involved in an accident.



Source: Cellular-News, a wireless telecoms online publisher that focuses on the mobile/cellular market.

THE REGISTER

Des Moines Register January 26, 2008

Bill targets teen drivers talking on cell phones

The legislation would make it illegal to use the devices while behind the wheel. But it wouldn't apply to experienced drivers.

By JASON CLAYWORTH
REGISTER STAFF WRITER

Some Iowa lawmakers want young drivers to put down their cell phones when they're behind the wheel.

A bill introduced this week in the Iowa House would make it illegal for drivers with a learner's permit or intermediate license to use a cell phone or send text messages while driving.

If approved, Iowa would join about 20 other states that have approved similar legislation. Iowa's measure, like those in many other states, would not apply to experienced drivers.

"Not that it's a good thing to talk on the phone or text while you're driving, but somebody who has been driving for 20 years is probably more likely to pull it off than somebody who is brand new at it," said Rep. McKinley Bailey, a Webster City Democrat.

The penalty for violations would be a \$30 fine. But more important for many young drivers, under Iowa law it takes longer to qualify for an unrestricted license if the

THE UNIVERSITY OF TEXAS AT AUSTIN

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10:06

Bill targets teen drivers who talk, text on phones

CELL, from Page 1A

driver has an accident or gets a ticket.

Bailey drafted House File 2059 after two teenagers were killed in his district last year. The driver was using a cell phone.

Bailey uses a Blackberry but insists he does not send e-mails while driving. He acknowledges, however, that he does talk on it while driving.

"I'm sure there will be people calling for" a complete cell phone ban, "but it's not any-

where I want to go right now," he said.

The proposal didn't win much support Thursday from students who congregated outside during lunch at Des Moines' East High School.

Ellen Palmer agreed with her friends that they would ignore such a mandate. Palmer, 18, a senior, admitted that she writes text messages while driving. "I just swerve a lot," she joked.

In Iowa, people between the ages of 14 and 24 represent 17 percent of licensed drivers but 40 percent of all fatal and serious traffic injuries, according to the Iowa Department of Transportation.

Similar legislative proposals have been introduced in previous years but faced opposition from communications companies and failed to become law, said Elizabeth Baird, a lobbyist for the state's transportation department. Companies in opposition of such legislation point out that other distractions tend to be more dangerous while driving.

A study conducted in 2006 by the Virginia Tech Transportation Institute and the National Highway Traffic Safety Administration showed that about 80 percent of crashes involved driver inattention.

The most common distraction was cell phones. However, cell phones were less likely to cause an accident than other distractions, such as reaching for a falling cup, the study indicated.

Rep. Clel Baudler, the top-ranking Republican from the House Public Safety Committee, said he doesn't anticipate that the idea will gain much legislative traction.

Baudler, a retired trooper from Greenfield, noted that Iowa already has a law against drivers who allow themselves to be distracted. He said he once pulled a woman over for reading a book while driving. Officers would have a difficult time distinguishing between minors and adults, he added.

"I think it would be an enforcement nightmare," he said.

Rod Van Wyk thinks the proposal is a good idea for young drivers but he's not sure about adults. Van Wyk is the CEO of Drive Tek, a driver education business in Ankeny and Urbandale.

"I use them, you use them, but the research says these things are detrimental to driving," Van Wyk said.

Reporter Jason Clayworth can be reached at (515) 699-7058 or jclayworth@dmreg.com

More plans weighed on youth-driver safety

The proposals have a long way to go before approval, but some are expected to succeed this year.

By JASON CLAYWORTH
REGISTER STAFF WRITER

Youths who use cell phones while driving aren't the only legislative safety targets this year.

Lawmakers are also considering legislation restricting young drivers from carrying passengers. They propose expanding the seat belt laws for youths ages 11 to 18, and putting seat belts in all school buses, too. Another plan would double speeding fines in work zones. Last week, lawmakers proposed restricting novice drivers from using cell phones while behind the wheel.

The ideas are part of a massive effort to make Iowa roads safer.

One proposal would prohibit youths with learner's permits or intermediate licenses from driving with passengers when their parents or guardians aren't in the car.

"There's certainly an inconvenience factor, but on the other hand, there's such a greater likelihood for a crash that we hope safety wins out over inconvenience," said Gail Weinholzer, a spokeswoman for the Minnesota-Iowa division of AAA.

The plans still have a long way to go before reaching the governor's desk for a signature, but safety advocates predict that some of them will succeed this year. Some of the plans have failed in the past.

"This year we're doing a little something different in that they're all separate initiatives," said Elizabeth Baird, a lobbyist for the Iowa Department of Transportation, which is supporting many of the changes.

Proposals to make Iowa roads safer

HOUSE FILE 2059: Would ban cell phones or text messaging devices for any driver with a learner's permit or intermediate license.

HOUSE STUDY BILL 558: Would prohibit drivers from carrying passengers in their cars unless they are accompanied by a guardian during the first six months after they obtain their intermediate license.

HOUSE STUDY BILL 559: Would double many speeding tickets in road work zones. Some fines would be as high as \$1,000.

HOUSE STUDY BILL 561: Would require all people under age 18 to either wear a seat belt or be in a child safety seat at all times while in a moving vehicle. Currently, children 11 or older can ride in the back seat without a seat belt.

HOUSE FILE 2040: Would require the installation and use of seat belts on all new Iowa school buses.

"A few years ago, there were five or six things in one bill and it was just too much. It kind of died of its own weight."

The proposed restriction on passengers for young drivers was discussed by lawmakers after the 2004 alcohol-related crash that led to the death of Nick Bisignano, the teenage son of Tony Bisignano, a former state senator from Des Moines.

Youths can obtain a restricted, or intermediate, license at 16 and are eligible for a full license if they are accident- and violation-free for a year. Intermediate licenses already prohibit youths from driving between 12:30 a.m. and 5 a.m. unless accompanied by a parent or guardian or traveling to or from a school or work function.

Tony Bisignano has been at the forefront of many of the changes and has blasted legislators for failure to pass some of the measures.

"If you truly polled people and laid out the statistics and proposals, I can't believe the vast majority of people wouldn't support changes," Bisignano said in September.

Young drivers rarely have accidents when parents or guardians are in the car, but when they are on their own,

the crash rate increases by 700 percent, according to the Department of Transportation. Transportation officials also note that Iowa drivers between the ages of 14 and 19 have a higher fatality rate in motor vehicle crashes than any other age group.

Lawmakers also are considering requiring all school districts in the state to equip buses with seat belts.

Opponents of the idea say that buses are among the safest vehicles and that seat belts are unnecessary and would add costs for districts. But seat belt advocates say that if the move saves even a single injury, it is worth the cost.

"It may be true statistically, but all it takes is one accident to make that a different statistic to you," said Rep. Dawn Pettengill, a Mount Auburn Republican who proposed the bus seat belt legislation.

Rep. Swati Dandekar, a Marion Democrat who is a member of the House Transportation Committee, speculated that some of the plans will gain traction in this year's legislative session.

"I think it all depends on how reasonable they are," Dandekar said. "Some of them will make sense and will be easy to manage."

Lawmakers weigh cell phone use ban for all motorists

A state House panel is debating whether a bill barring phone use by newer drivers goes far enough.

By **JASON CLAYWORTH**
REGISTER STAFF WRITER

All Iowa drivers — including adults — would be prohibited from using cell phones while behind the wheel, under a proposal being considered at the Statehouse.

Rep. Swati Dandekar, a Marion Democrat, said she at least would like to bar adults from using hand-held cell phones behind the wheel.

The idea would expand upon legislation, introduced last month, aimed at newer drivers. House File 2059 would make it illegal for a driver with a learner's permit or intermediate license to use a cell phone or send text messages while driving.

But a few lawmakers say that all drivers, regardless of their experience, are distracted by cell phones.

"We are doing it from a public safety point of view," said Dandekar, who took a call on her cell phone Monday while driving to the Capitol. "This is a public safety issue."

Des Moines Register
February 5, 2008

Most back banning phone use by drivers, poll finds

The survey shows support for restrictions for everyone, not just teens.

By **THOMAS BEAUMONT**
REGISTER STAFF WRITER

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While most Iowans say they have taken a cell phone call while driving, a majority also say they favor the Legislature's banning phone use behind the wheel.

In other words, a lot of us do it, but most of us think we shouldn't.

This mixed message emerges from The Des Moines Register's most recent Iowa Poll, at a time when lawmakers have proposed legislation banning cell phone use by teenage drivers.

More than three-quarters of Iowans say they use a cell phone, compared with less than a quarter who say they do not, according to the poll of 801 adults taken last week.

Of those who say they use a cell phone, almost three-quarters say they have taken a call, while more than six in 10 say they have made one behind the wheel. More than 50 percent of Iowans overall have answered a call, and nearly half have dialed while driving.

But a 57 percent majority of all Iowans say they favor expanding a proposal at the Statehouse aimed at banning teen drivers from using cell phones to include drivers of all ages, according to the poll.

What Iowans said

Iowans were asked whether they favor a ban on teenagers using cell phones while driving, or expanding it to include all drivers:

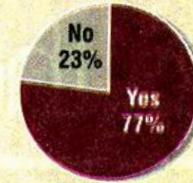
INCLUDE ALL DRIVERS	BAN ONLY TEENS
57%	27%
OPPOSE ANY BAN	NOT SURE
14%	2%

Note that a majority of drivers are in favor of putting a ban on themselves and not just on teens

Des Moines Register Iowa Poll February 29, 2008

Cell phone use

Do you currently use a cell phone?



Cell phone use while driving

Iowa cell phone users were asked whether they had ever done the following:

Answered a call while driving

74%

Initiated a call while driving

63%

Read a text message while driving

15%

Initiated a text message while driving

11%

Nearly had an accident while talking or texting on a cell phone

4%

None of these

22%

Source: Iowa Poll of 801 adults in Iowa, including 570 cell phone users.

WATCH THIS VIDEO, *DRIVE IT RIGHT*,
ABOUT DISTRACTIONS PRODUCED BY
ALLSTATE INSURANCE AND THE
DISCOVERY CHANNEL.

The IPDE Process

The IPDE Process is an organized system of seeing, thinking, and responding. The Smith System and the Zone Control System will help you apply the IPDE Process. The four steps of the IPDE Process are

1. Identify
2. Predict
3. Decide
4. Execute

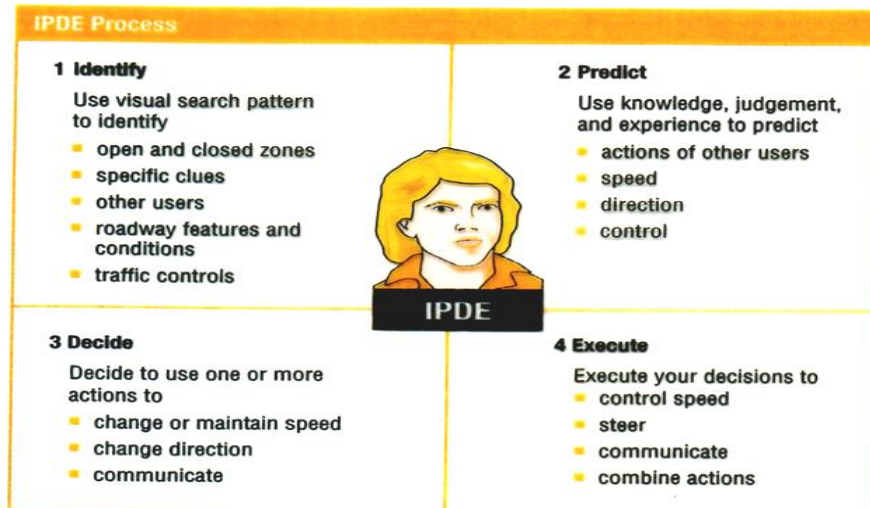
You begin the IPDE Process by “reading” traffic situations to gather information for your decisions and actions. To process this information properly, you must identify hazards and predict conflict. You then decide how to avoid the conflict by executing the correct action.

The Smith System is an organized method to help drivers develop good seeing habits by using five rules for driver safety. The five rules of the Smith System are

1. Aim high in steering.
2. Keep your eyes moving.
3. Get the big picture.
4. Make sure others see you.
5. Leave yourself an “out.”

The structure of the Zone Control System includes the following steps:

1. See a zone change.
2. Check other zones.
3. Create time and space by getting the best speed control, lane position, and communication.

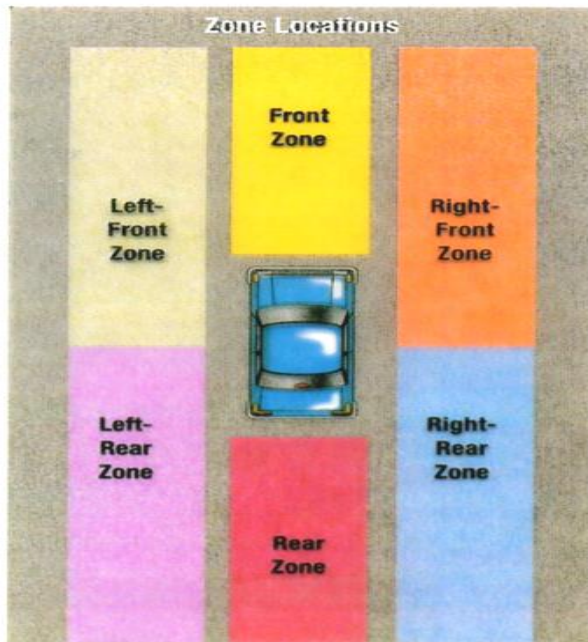


Identify

The first step of the IPDE Process is **identify**. This step involves much more than just seeing. When you identify, you give meaning to what you see. You must know when to look, where to look, how to look, and what to look for.

Zones and Searching Ranges

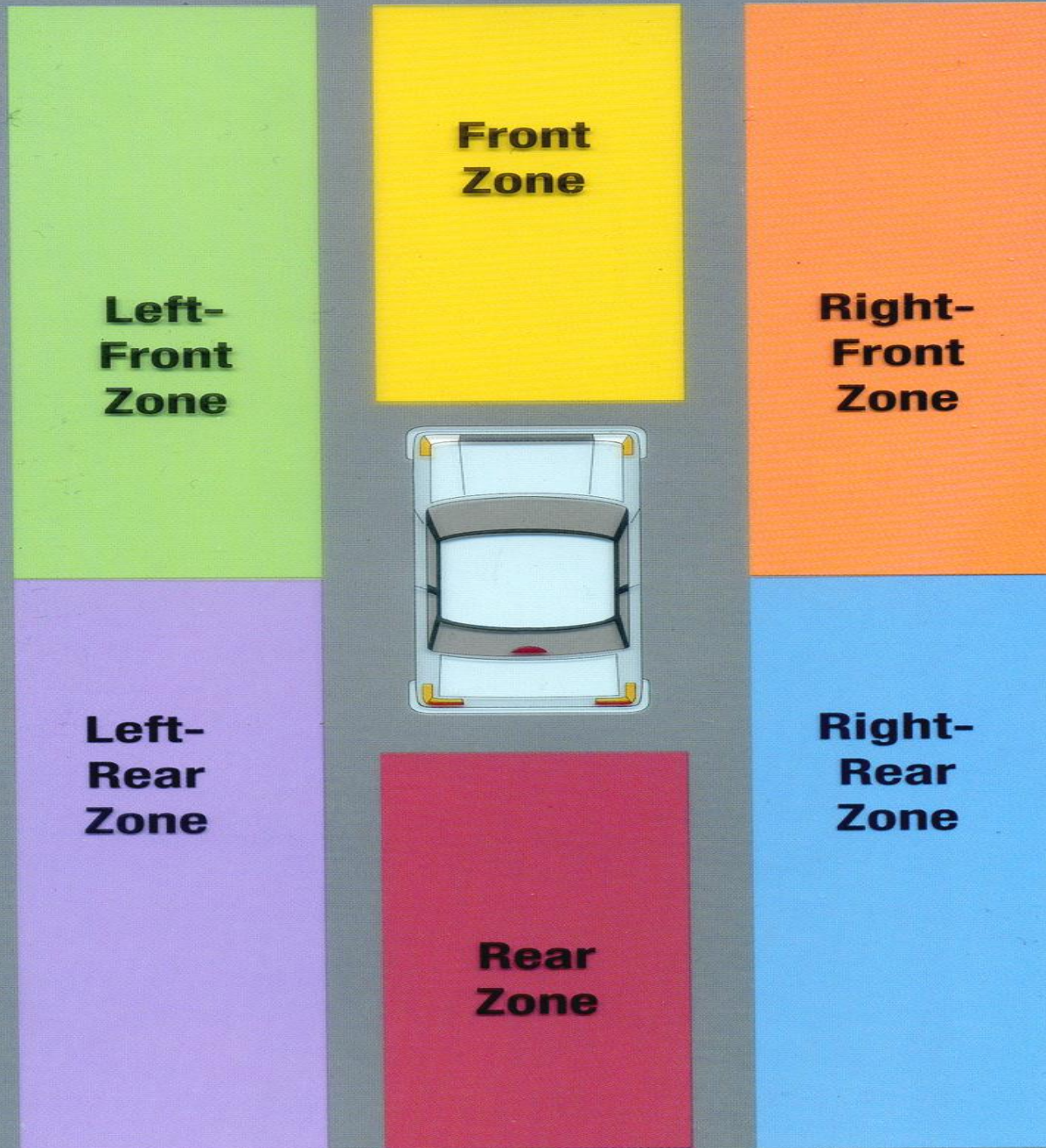
The Zone Control System helps you make quick and accurate use of the IPDE Process by setting a standard of what to identify and what to do when you find it. A **zone** is one of six areas of space around a vehicle that is the width of a lane and extends as far as the driver can see. The picture shows the six zones around your vehicle.



An **open zone** is space where you can drive without a restriction to your **line of sight** or to your **intended path of travel**. Your line of sight is the distance you can see

A **closed zone** is a space not open to you because of a restriction in your line of sight or intended path of travel. A red traffic light is an example of a closed front zone.

Zone Locations



Orderly Visual Search Pattern

You can use any of several patterns to help develop your own identifying process. An **orderly visual search pattern** is a process of searching critical areas in a regular sequence. To use an orderly visual search pattern, look for clues in and around your intended path of travel in a systematic manner. Below is an example of an orderly visual search pattern for straight-ahead driving.

1. Look ahead to your target area range.
2. Evaluate your left-front, front, and right-front zones in the 12–15 second range. Search driveways and intersections for possible changes in your line of sight and path of travel.
3. Glance in rearview mirror to check your rear zones.
4. Evaluate your 4–6 second range before entering that space.
5. Look ahead again to evaluate another 12–15 second range.
6. Check your 4–6 second range.
7. Glance in rearview mirror.
8. Check speedometer and gauges.

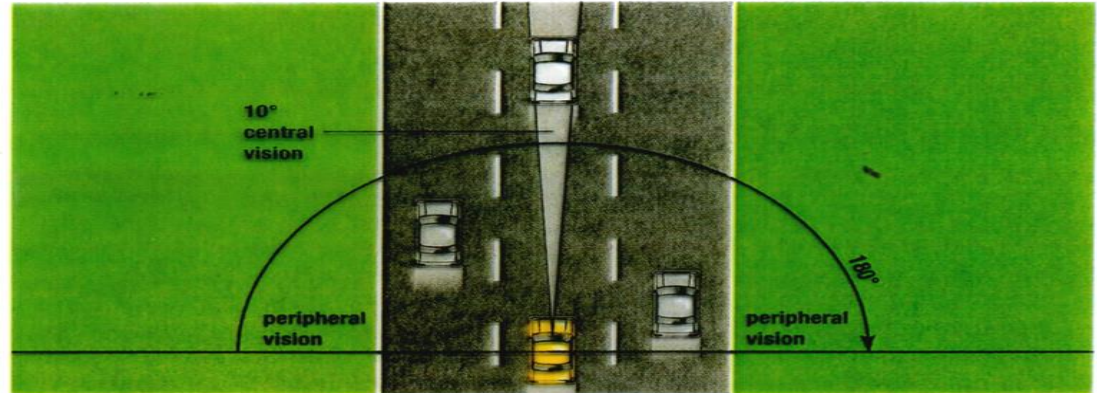
You will repeat this pattern continually as you move forward. Each look or glance should last only an instant as you evaluate your zones and the areas to the left and right.

AVOID STARING Many beginning drivers develop the habit of staring. They fixate for several seconds on the same clue or event. They do not look far into target-area ranges, and often drive with swerves and jerky movements. Do not let yourself become a “stare” driver.

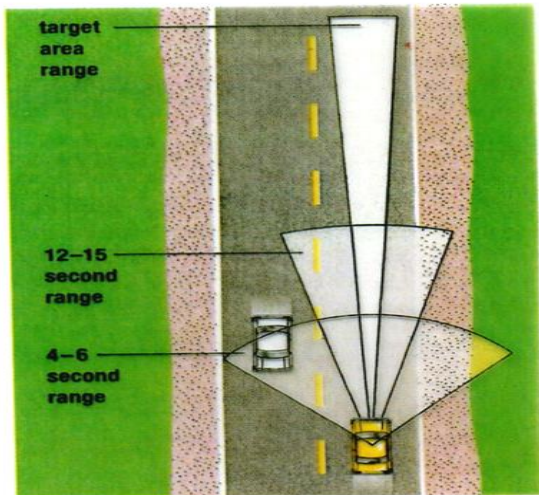
IT WILL TAKE TIME
FOR YOU TO
DEVELOP THE
ORDERLY SEARCH
PATTERN SKILL AND
UNTIL YOU DO, YOU
WILL NOT BE A
GOOD DRIVER

The picture below shows the three searching ranges. The first searching range is the **target area range**, which is the space from your vehicle to the target area. You search this range to detect early any conditions that might affect your intended path of travel.

Next you will search the **12–15 second range**, which is the space you



You see most clearly in the area of central vision, but peripheral vision is equally important.



Three searching ranges

will travel in during the next 12–15 seconds. This range is where you need to identify changes in your line of sight or path of travel to make decisions about controlling your intended path. Try to identify the possibility of closed zones by searching to the left and right for anything that might come into your zones.

The **4–6 second range** is the space you will travel in during the next 4–6 seconds. This range is where you need to get the final update of how you are controlling your intended path of travel.

Aim High in Steering To “aim high” means to look ahead 12–15 seconds into your target area as you drive.

Keep Your Eyes Moving Looking near and far, side to side, and in the mirrors will help you see a zone change before it becomes critical.

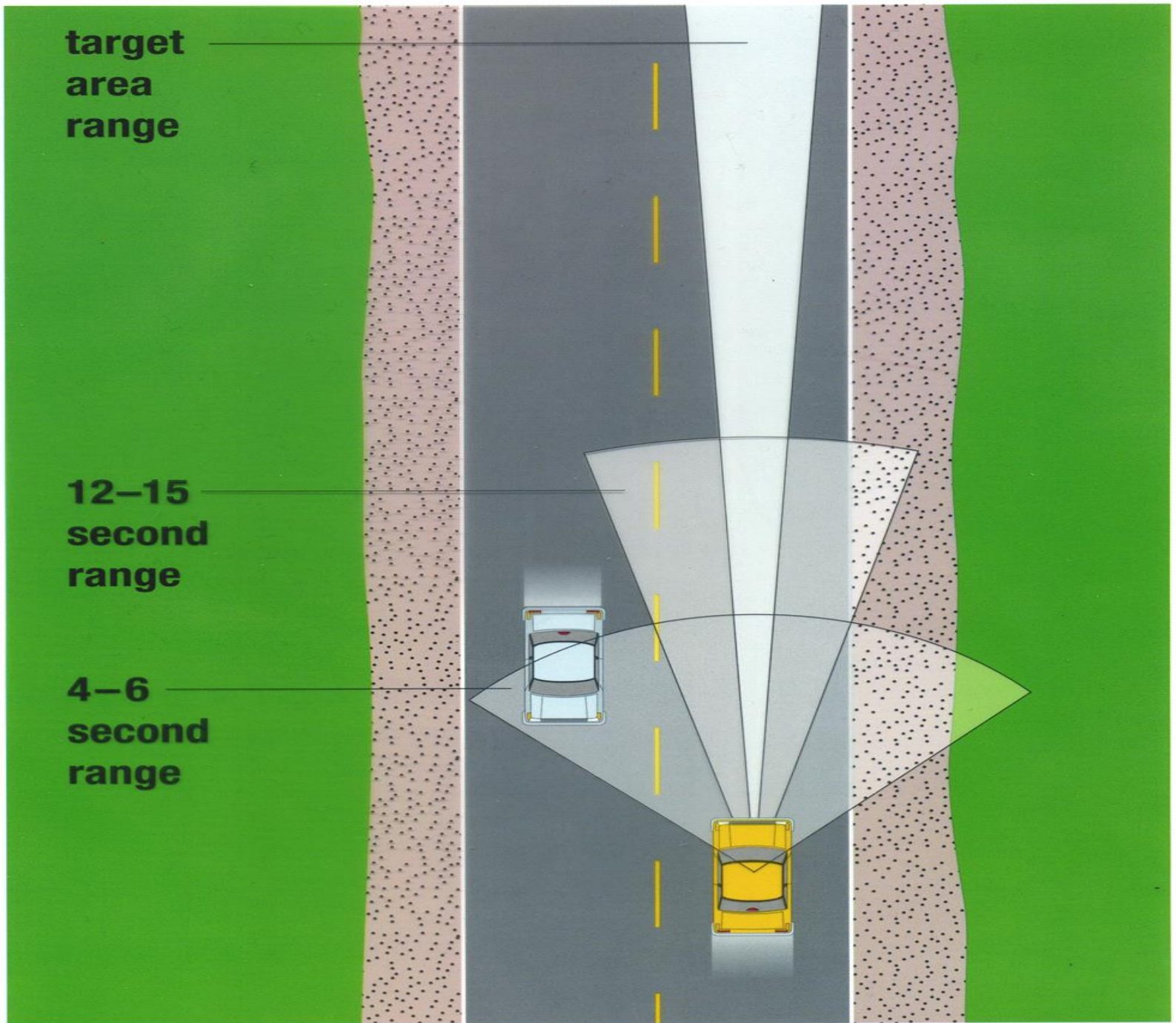
Develop the art of **scanning**, glancing continually and quickly with very brief fixations through your orderly visual search pattern.

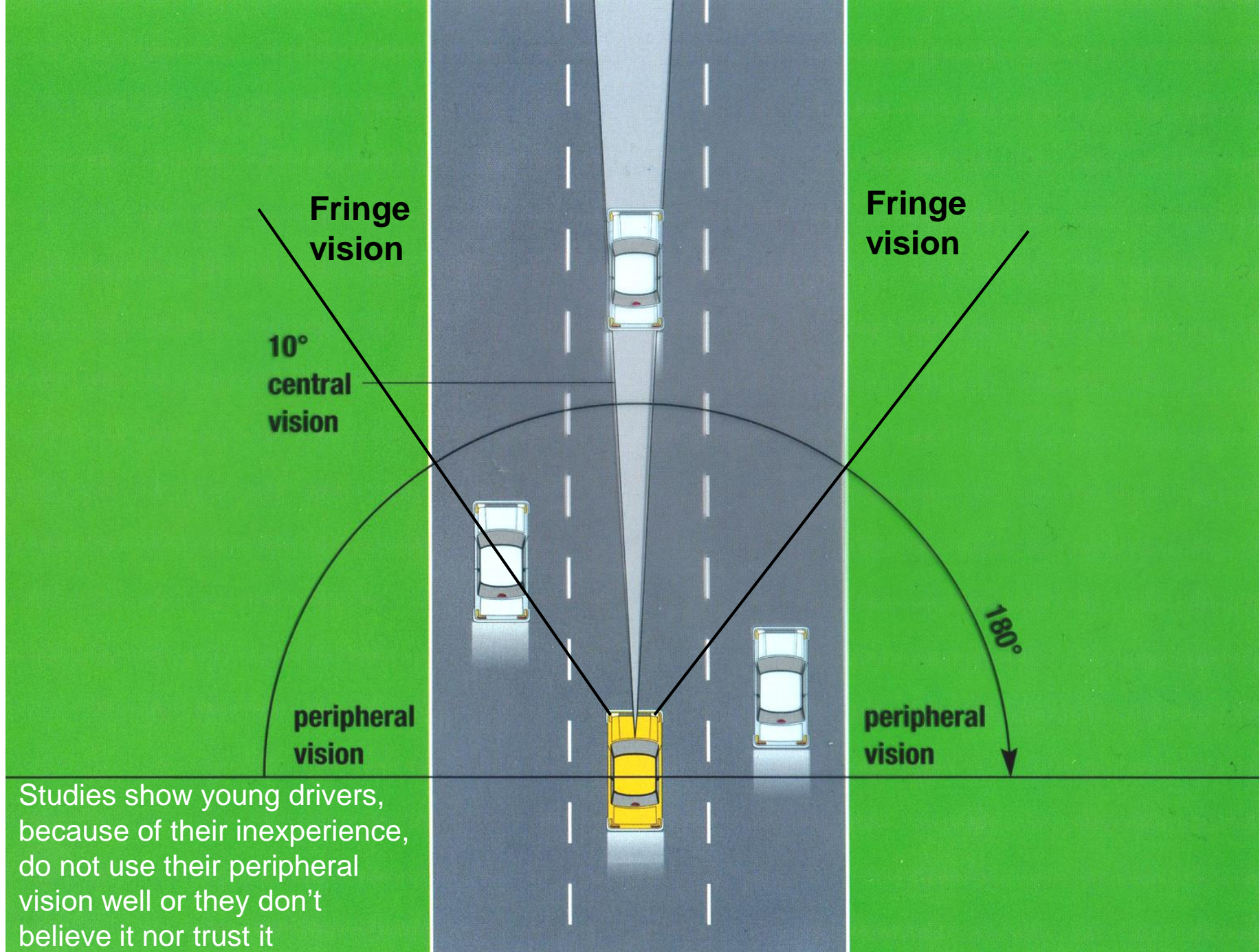
Get the Big Picture Getting the big picture is the mental process of putting together the critical clues you have selected. It is the result of aiming high and keeping your eyes moving.

**target
area
range**

**12–15
second
range**

**4–6
second
range**





Studies show young drivers, because of their inexperience, do not use their peripheral vision well or they don't believe it nor trust it



Use your central vision to check your target area and front zones. Use your fringe vision to check reference points and detect changes in your rearview mirror.

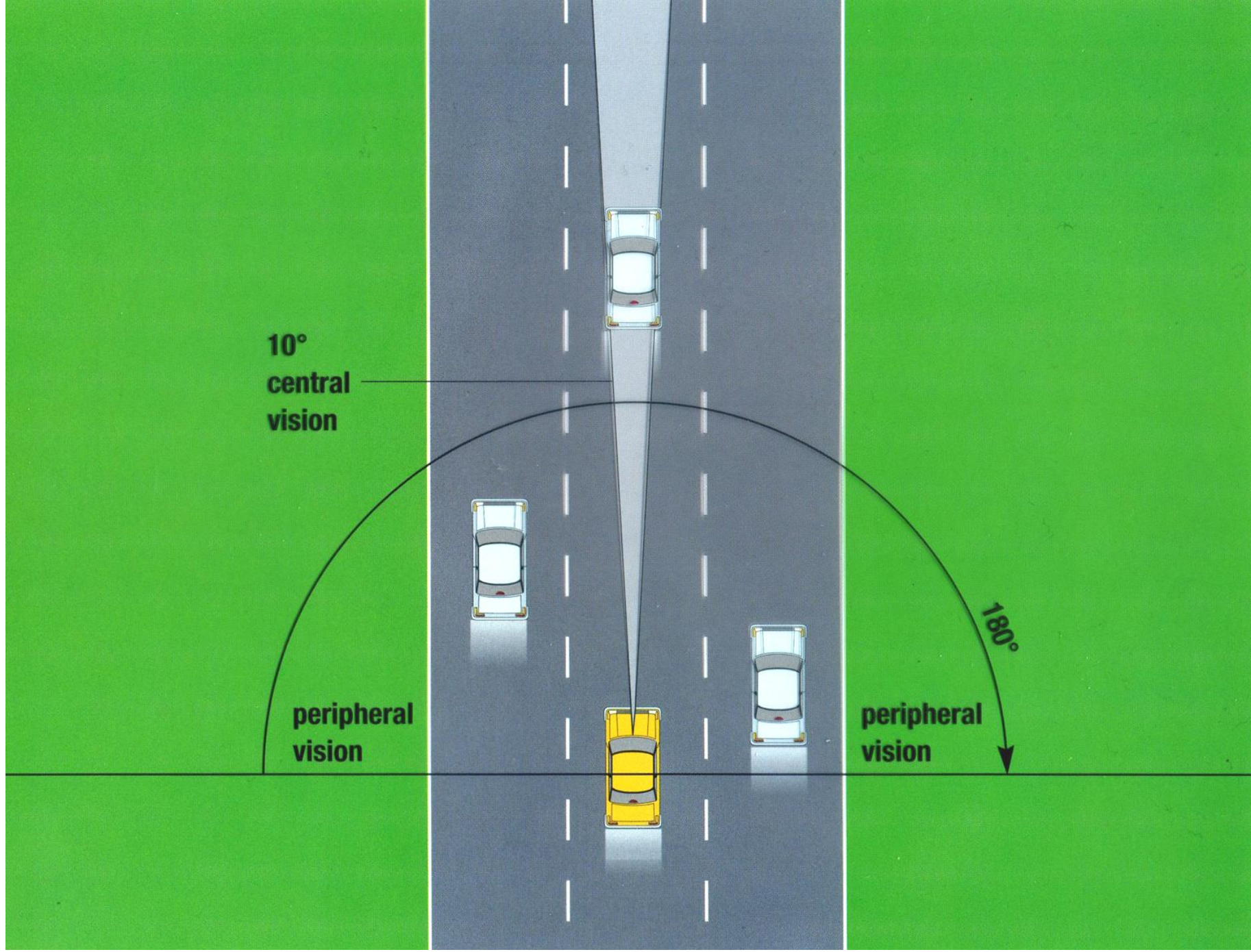
Look directly at the word **CENTRAL**. Note how hard it is to see the boy on the bike and the car in the three mirrors

**10°
central
vision**

**peripheral
vision**

**peripheral
vision**

180°



What to Look For

Look for Open Zones Use your visual search pattern to look for specific driving-related clues that might cause an open zone to close.

Look for Other Users Look for other users who might affect your intended path of travel.

Look for Roadway Features and Conditions The roadway itself is another important area to watch.

- Change from multilane to single lane
- Change in width of lane
- Roadway surface
- Roadside hazards

Look for Traffic Controls Learn to look in different places for traffic controls. At major intersections, controls can be overhead, in the center, or on a corner.

Predict

Once you have identified a hazard, **predict** how this hazard might affect your intended path of travel. When you predict, you interpret the information you have identified.



What might you predict if this was your oncoming traffic?

How to Predict

Knowledge One basic part of your driving knowledge comes from the study of traffic laws and driver-education material. Whenever you drive, you also gain knowledge by gathering more information and learning from others.

Judgment Making a judgment about a traffic situation involves measuring, comparing, and evaluating. As you drive, you judge speed, time, space, distance, traction, and visibility. You make judgments about your own driving performance as well as the actions and performance of other roadway users.

Experience In addition to knowledge, experience helps you improve your ability to predict accurately. Exposure to a wide variety of driving experiences provides a solid base for making sound judgments later.

What to Predict

Two major elements in the traffic scene you must make predictions about are

- the actions of other roadway users
- your control of your vehicle and consequences of your actions

Predicting Actions of Others Do not assume other roadway users will always take the correct action. Instead watch for clues to what they might do to alter zone conditions.

The most important types of predictions to make concerning the actions of others are

- **Path** Where might the other driver go? What zone might be closed? Will I have an open zone for an "out"? The Smith System rule of leaving yourself an "out" is critical when predicting possible closed zones.
- **Action** What action will other users take? Is more than one action possible? Where will I be then?
- **Space** Will I have an open zone?
- **Point of Conflict** If I have no open zone for escape, where might our paths cross and a conflict occur?

Predicting Control of Your Vehicle and Possible Consequences Speed is probably the most important factor in maintaining control of your vehicle. Always be prepared to adjust your speed for different zone conditions and situations.



The basic requirement for vehicle control is **traction**. Traction is the actual gripping power between the tires and the roadway surface.

What might the oncoming driver do? What might the pedestrians do?



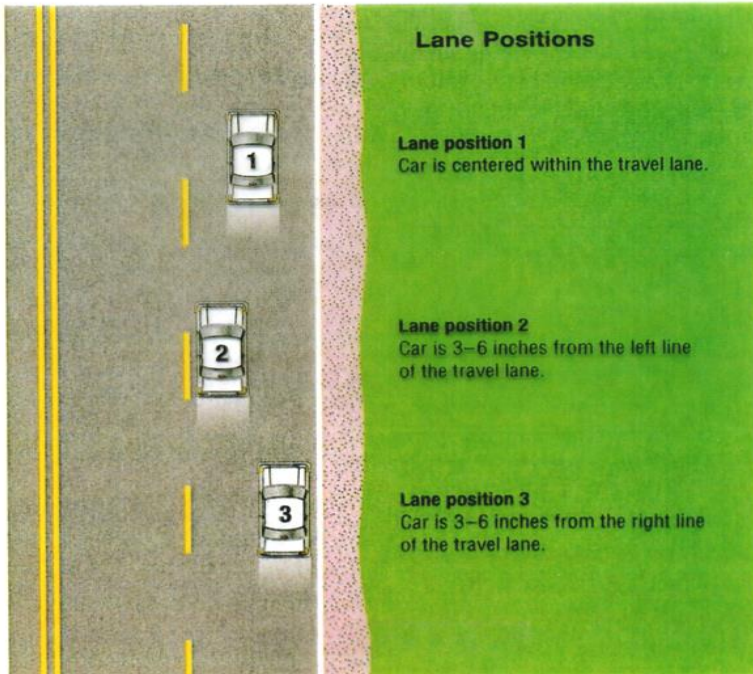
Decide

As you follow a selected path, your decision might be to maintain speed, change speed, change direction, or communicate your plan to others. Or you might decide to use a combination of these actions.

Decide to Change Speed Any decision you make will be influenced by the speed of your own vehicle as well as the speed of other vehicles.

Decide to Change Direction In order to change your position in the roadway, you will steer to the right or left. A greater change of direction might even be a lane change.

The Smith System rule to **leave yourself an "out"** allows you to change direction when necessary.

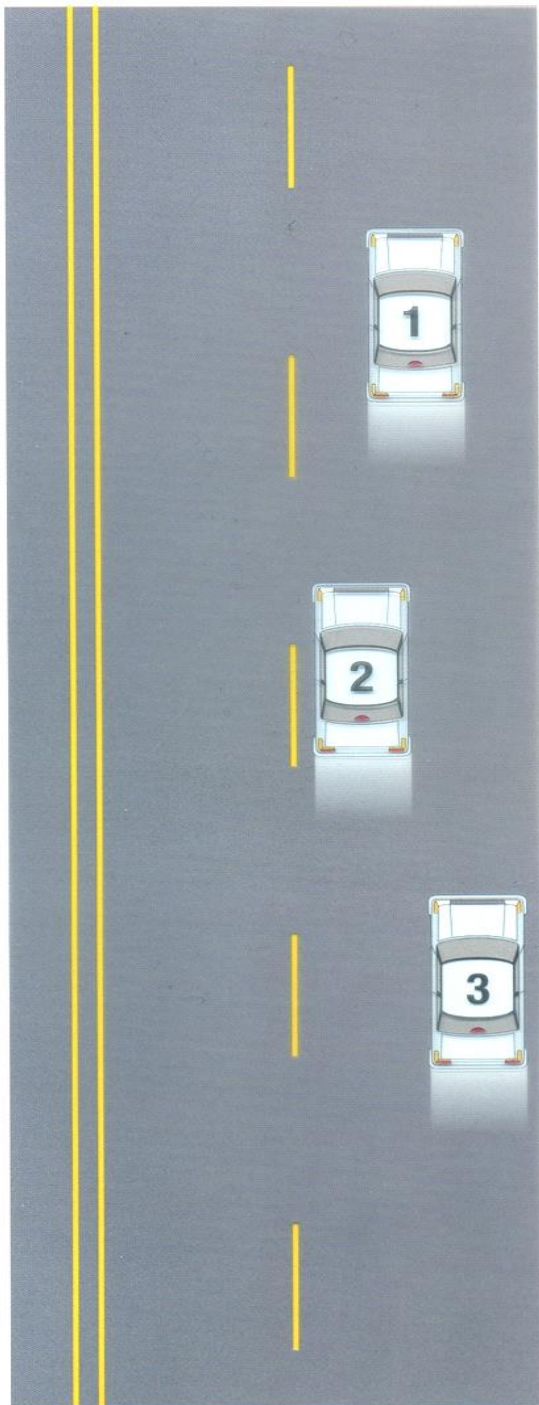


Decide to Communicate Communicating is the process of sending and receiving messages to and from other users of the roadway. The decision to communicate with others helps reduce the possibility of conflict. The Smith System rule, **"Make sure others see you,"** tells others where you are and what you plan to do.

You can decide to communicate with others in a variety of ways:

- headlights, taillights, and brake lights
- turn signal lights
- parking lights and hazard flashers
- back-up lights
- horn
- car position
- eye contact and body movement

BUT NOT WITH YOUR MIDDLE FINGER!



Lane position 1

Car is centered within the travel lane.

Lane position 2

Car is 3–6 inches from the left line of the travel lane

Lane position 3

Car is 3–6 inches from the right line of the travel lane.

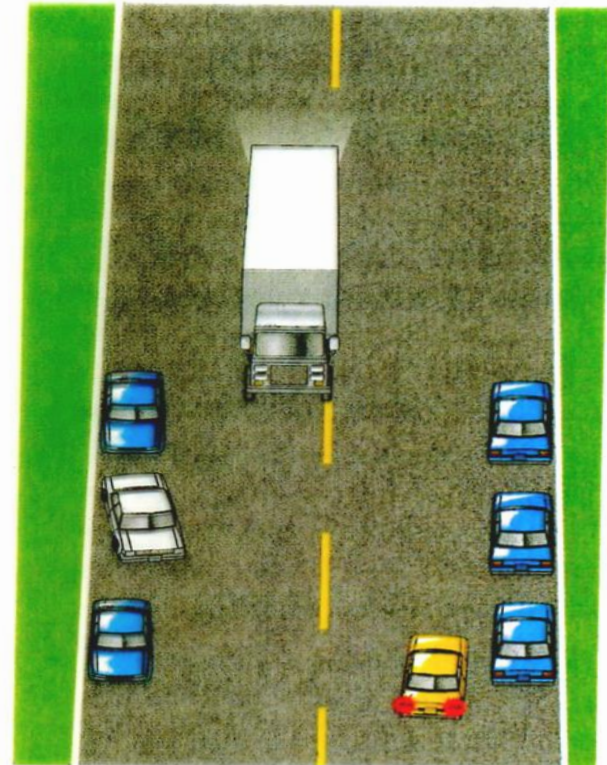
Traffic Flow

The IPDE Process, the Smith System, and the Zone Control System will help you make decisions that will enable you to avoid hazards and conflicts in your intended path. The safest position in traffic is the place where the fewest vehicles surround you. Your objective is to keep your vehicle surrounded by space.

Minimize a Hazard You always want to **minimize a hazard**, or reduce the possibility of conflict by deciding to **put more distance** between yourself and the hazard.

Separate Hazards There will be times when you face more than one hazard at a time. When this occurs **do not try to handle both or all hazards at once**. Instead, decide to adjust your speed so you deal with only one hazard at a time. By following this strategy, you will **separate the hazards**.

Compromise Space Sometimes hazards cannot be minimized or separated. When this occurs, you must decide to **compromise space** by giving as much space as possible to the **greater hazard**.



The driver of the yellow car is compromising space to give more space to the greater hazard—the truck.

Execute

Carrying out your decision in order to avoid conflict is the execute step in the IPDE Process. This step involves the physical skills used in driving.

- control speed
- steer
- communicate

Control Speed Your decisions to control speed can result in a variety of actions. At times the action you take will be to maintain the speed you are going. Other times your action may be to decelerate.

Steer When you decide to steer away from a possible conflict, execute just the amount of steering needed.

Communicate In many instances your only action will be to communicate. When you do communicate, you must do it early enough so other users know your intentions. Communicate by using the following:

- **Headlights, taillights, and brake lights** Use headlights during periods of reduced visibility.
- **Turn-signal lights** Turn them on three to five seconds before making any change in direction.
- **Parking lights and hazard flashers** When you are parked along the roadway but not in an emergency situation, have your parking lights turned on. If your vehicle is disabled, turn on your hazard flashers.

- **Back-up lights** White back-up lights let others know you are backing up. Look for back-up lights on vehicles in parking lots.
- **Vehicle position** The position of your vehicle in the roadway communicates a message.
- **Eye contact and body movement** Try to develop eye contact with other roadway users.
- **Horn** A light tap is usually enough for a warning. In an emergency, a loud blast may be necessary.

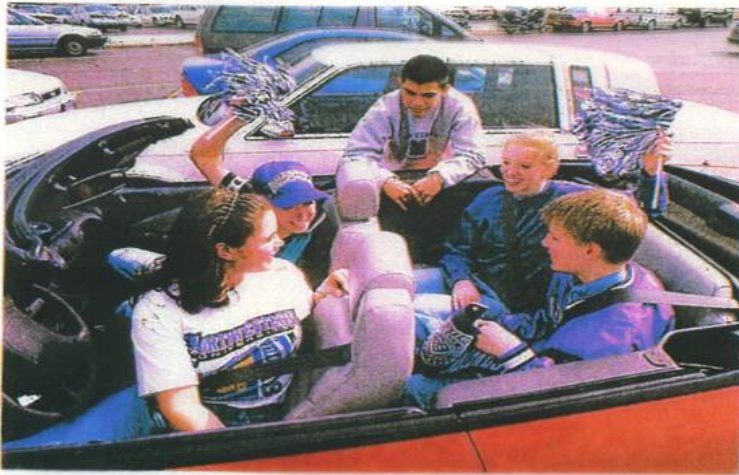


What actions would you take to avoid a conflict?



What warning clues are in this picture? What would you predict? What would you do?

Decision Making



1. You are the driver of the car leaving the football game. Your team has just won. You are driving to a restaurant in town. How might your friends in the car contribute to your level of risk as you drive? What procedures will you follow to maintain a low level of risk?



2. How would knowledge and experience help the driver approaching the STOP sign execute a safe stop?



3. What do you predict will occur in your front zone? What steps will you take to reduce risk? Which lane position will you use?



4. You are the driver meeting the oncoming traffic. What do you predict an oncoming vehicle might do? If a vehicle does enter your lane, how will you complete the IPDE Process?