

State Traffic Safety Legislation, Nevada, Las Vegas

Taxicabs 2009 **Status:** Failed - Adjourned - Senate Energy, Infrastructure and Transportation Committee **Date of Last Action:** 02/02/2009* **Author:** Energy, Infrastructure and Trans Cmt **Topics:** Distracted Driving **Summary:** Prohibits a taxicab driver from using a handheld cellular 2 phone or other similar device while carrying a passenger in his taxicab. **History:** [Click for History](#)

12/15/2008 - PREFILED.

12/15/2008 - Filed as Bill Draft Request No. 433.

12/15/2008 - To SENATE Committee on ENERGY, INFRASTRUCTURE AND TRANSPORTATION.

02/02/2009 - INTRODUCED.

02/02/2009 - To SENATE Committee on ENERGY, INFRASTRUCTURE AND TRANSPORTATION.

Drowsy & Distracted Driving

NHTSA's programs to combat distracted and drowsy driving employs both educational and technological solutions. Education programs are directed toward specific subpopulations as well as the general driving public.

- [Assessment of a Drowsy Driver Warning System for Heavy-Vehicle Drivers](#)
- [Breakthrough Research on Real-World Driver Behavior, Distraction and Crash Factors Released](#)
- [2006 Driver Cell Phone Use Study by NHTSA](#)
- [NHTSA Policy and FAQs on Cellular Phone Use While Driving](#)

Publications

- [Preventing Drowsy Driving Among Shift Workers Program](#)
- [Drowsy Driving and Automobile Crashes](#)
- [Driving at Night Can Be Deadly](#)

Research & Reports

- [Driver Strategies for Engaging in Distracting Tasks Using In-Vehicle Technologies, March 2008](#)
- [Development and Testing of Countermeasures for Fatigue Related Highway Crashes](#)
- [National Survey of Distracted and Drowsy Driving Attitudes and Behavior: 2002](#)
- [National Survey of Speeding and Unsafe Driving Attitudes and Behavior: 2002](#)

**% of Drivers Holding a Phone to Their Ear
Driver Use of Hand-Held Phones**

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Percent of Drivers Various Distraction Behaviors, 2005–2006

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% of Drivers Holding a Phone to Their Ear

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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, 2000-2006
Source: National Occupant Protection Use Survey, NHTSA's National Center for Statistics and Analysis, 2005-2006
Source: National Occupant Protection Use Survey, NHTSA's National Center for Statistics and Analysis, 2005-2006
* Headset use or hand-held device manipulation that can be observed by NOPUS data collectors from the roadside.
NHTSA's National Center for Statistics and Analysis 1200 New Jersey Avenue SE., Washington, DC 20590

The Percent of Drivers Holding Phones to Their Ears, by Major Characteristics

Driver Group¹
2005 2006 2005-2006 Change
% of Drivers Holding Phone to Ear²
Confidence

**That Use Is
High or Low in
Group³
% of Drivers
Holding Phone
to Ear²
Confidence
That Use Is
High or Low in
Group³
Difference in
Percentage
Points
Confidence in a
Change in % of
Drivers Holding
Phone to Ear⁴**

All Drivers 6% 5% -1 **97%**
 Males 5% **100%** 4% **100%** -1 83%
 Females 8% **100%** 6% **100%** -2 **99%**
 Drivers Who Appear to Be
 Age 16-24 10% **100%** 8% **100%** -2 80%
 Age 25-69 6% **95%** 4% **96%** -2 **97%**
 Age 70 and Older 1% **100%** 1% **100%** 0 66%
 Drivers Who Appear to Be
 White 6% 53% 5% 66% -1 **97%**
 Black 6% 50% 5% 64% -1 65%
 Members of Other Races 6% 53% 4% 86% -2 87%
 Drivers on
 Expressway Exit Ramps 7% 81% 5% 77% -2 **99%**
 Other Surface Streets 6% 81% 5% 77% -1 88%
 Drivers Traveling Through
 Light Precipitation 6% 72% 5% 67% -1 24%
 Fog 6% 58% 5% 60% -1 24%
 Clear Weather Conditions 6% 71% 5% 65% -1 **97%**
 Drivers of
 Passenger Cars 6% 59% 4% **94%** -2 **99%**
 Vans & SUVs 7% 82% 6% **97%** -1 82%
 Pickup Trucks 5% **91%** 5% 63% 0 42%
 Drivers in the
 Northeast 4% **100%** 4% **99%** 0 28%
 Midwest 8% **92%** 4% 77% -4 **100%**
 South 5% **97%** 5% 89% 0 25%
 West 8% **92%** 5% 89% -3 86%
 Drivers in
 Urban Areas 7% 71% 5% 66% -2 **97%**
 Suburban Areas 7% **98%** 5% **97%** -2 **98%**
 Rural Areas 3% **100%** 4% **95%** 1 33%
 Drivers Traveling During
 Weekdays 7% **100%** 5% **100%** -2 **90%**
 Rush Hours 8% **95%** 6% **91%** -2 86%
 Nonrush Hours 6% **95%** 5% **91%** -1 67%
 Weekends 4% **100%** 3% **100%** -1 72%
 Drivers With⁵
 No Passengers 8% **100%** 6% **100%** -2 **97%**
 At Least One Passenger 2% **100%** 2% **100%** -0 **93%**
 Drivers With⁵
 No Passengers 8% **100%** 6% **100%** -2 **97%**
 Passengers All Under Age 8 6% 56% 6% 70% 0 31%
 Passengers All Age 8 and Older 2% **100%** 1% **100%** -1 **96%**
 Some Passengers Under Age 8 and
 Some Age 8 or Older
 2% **100%** 2% **100%** 0 18%

¹ Drivers of passenger vehicles with no commercial or government markings stopped at a stop sign or stoplight between the hours of 8 a.m. and 6 p.m.

² The percent of drivers who appeared to be holding a phone to their ears. Age, gender, and racial classifications are based on the subjective assessments of roadside observers.

³ The level of statistical confidence that use in the driver group (e.g., drivers who appear to be White) is higher or lower than use in the corresponding complementary driver group (e.g., combined drivers who appear to be Black or members of other races). Confidence levels that meet or exceed 90 percent are formatted in boldface type. Confidence levels are rounded to the nearest percentage point, and so levels reported as "100 percent" confidence are between 99.5 percent and 100.0 percent.

⁴ The degree of statistical confidence that the 2006 use rate is different from the 2005 rate.

⁵ Among passengers observed in the right-front seat and the second row of seats.

Source: National Occupant Protection Use Survey, National Highway Traffic Safety Administration, National Center for Statistics and Analysis
NHTSA's National Center for Statistics and Analysis 1200 New Jersey Avenue SE., Washington, DC 20590

The Percent of Drivers Speaking With Observable Headsets On, by Major Characteristics

Driver Group¹

2005 2006 2005-2006 Change

% of Drivers
Speaking with
Headsets²
Confidence
That Use Is
High or Low in
Group ³

% of Drivers
Speaking with
Headsets²
Confidence
That Use Is
High or Low in
Group ³
Difference in
Percentage Point
Tenths

Confidence in a
Change in % of
Drivers Speaking
With Headsets⁴

All Drivers 0.7% 0.6% -0.1 43%
Males 0.7% 75% 0.4% **98%** -0.3 72%
Females 0.6% 75% 0.8% **98%** 0.2 70%
Drivers Who Appear to Be
Age 16-24 1.3% 90% 0.7% 72% -0.6 61%
Age 25-69 0.6% 77% 0.6% 55% 0.0 26%
Age 70 and Older NA NA 0.3% **98%** NA NA
Drivers Who Appear to Be
White 0.6% 82% 0.5% 63% -0.1 25%
Black 1.3% 81% 0.8% 80% -0.5 33%
Members of Other Races 0.7% 54% 0.5% 64% -0.2 38%
Drivers on
Expressway Exit Ramps 0.9% 76% 0.8% 90% -0.1 8%
Other Surface Streets 0.6% 76% 0.5% 90% -0.1 26%
Drivers Traveling Through
Light Precipitation 0.4% **91%** 0.7% 67% 0.3 62%
Fog NA NA NA NA NA NA
Clear Weather Conditions 0.7% **92%** 0.6% 51% -0.1 53%
Drivers of
Passenger Cars 0.7% 57% 0.5% 83% -0.2 42%
Vans and SUVs 1.0% **92%** 0.7% **94%** -0.3 57%
Pickup Trucks 0.3% **99%** 0.4% 75% 0.1 53%
Drivers in the
Northeast 0.9% 75% 0.6% 59% -0.3 73%
Midwest 1.7% **99%** 0.5% 52% -1.2 85%
South 0.4% **96%** 0.6% 56% 0.2 56%
West 0.3% **98%** 0.5% 65% 0.2 52%
Drivers in
Urban Areas 0.9% 69% 0.4% 88% -0.5 56%
Suburban Areas 0.7% 57% 0.6% 89% -0.1 14%
Rural Areas 0.5% 88% 0.5% 72% 0.0 6%
Drivers Traveling During
Weekdays 0.8% **100%** 0.7% **98%** -0.1 38%
Rush Hours 0.8% 55% 0.7% 59% -0.1 20%
Nonrush Hours 0.8% 55% 0.6% 59% -0.2 37%
Weekends 0.2% **100%** 0.3% **98%** 0.1 80%
Drivers With⁵
No Passengers 0.8% **95%** 0.8% **100%** 0.0 20%
At Least One Passenger 0.4% **95%** 0.1% **100%** -0.3 74%
Drivers With⁵
No Passengers 0.8% **95%** 0.8% **100%** 0.0 20%
Passengers All Under Age 8 1.0% 78% 0.3% **96%** -0.7 87%

Passengers All Age 8 and Older 0.3% **98%** 0.1% **100%** -0.2 58%

Some Passengers Under Age 8 and

Some Age 8 or Older

NA NA NA NA NA NA

¹ Drivers of passenger vehicles with no commercial or government markings stopped at a stop sign or stoplight between the hours of 8 a.m. and 6 p.m.

² The percent of drivers who appeared to be wearing a headset with a microphone and speaking. Age, gender, and racial classifications are based on the subjective assessments of roadside observers.

³ The level of statistical confidence that use in the driver group (e.g., drivers who appear to be White) is higher or lower than use in the corresponding complementary driver group (e.g., combined drivers

who appear to be Black or members of other races). Confidence levels that meet or exceed 90 percent are formatted in boldface type. Confidence levels are rounded to the nearest percentage point, and

so levels reported as "100 percent" confidence are between 99.5 percent and 100.0 percent.

⁴ The degree of statistical confidence that the 2006 use rate is different from the 2005 rate.

⁵ Among passengers observed in the right front seat and the second row of seats.

NA: Data not sufficient to produce a reliable estimate.

Source: National Occupant Protection Use Survey, National Highway Traffic Safety Administration, National Center for Statistics and Analysis NHTSA's National Center for Statistics and Analysis 1200 New Jersey Avenue SE., Washington, DC 20590

The Percent of Drivers Manipulating Observable Hand-Held Devices, by Major Characteristics

Driver Group¹

2005 2006 2005-2006 Change

% of Drivers

Manipulating

Hand-Held

Devices²

Confidence That

Use Is High or

Low in Group ³

% of Drivers

Manipulating

Hand-Held

Devices²

Confidence That

Use Is High or

Low in Group ³

Difference in

Percentage

Point Tenths

Confidence in a

Change in % of

Drivers Manipulating

Hand-Held Devices⁴

All Drivers 0.2% 0.4% 0.2 **99%**

Males 0.1% 90% 0.3% **93%** 0.2 **96%**

Females 0.2% 90% 0.6% **93%** 0.4 **99%**

Drivers Who Appear to Be

Age 16-24 0.3% 89% 0.4% 51% 0.1 56%

Age 25-69 0.1% 77% 0.5% 87% 0.4 **100%**

Age 70 and Older NA NA NA NA NA NA

Drivers Who Appear to Be

White 0.2% 62% 0.5% 75% 0.3 **98%**

Black 0.1% **96%** 0.5% 66% 0.4 **97%**

Members of Other Races 0.2% 61% 0.2% **99%** 0.0 7%

Drivers on

Expressway Exit Ramps 0.1% 60% 0.5% 70% 0.4 **99%**

Other Surface Streets 0.2% 60% 0.4% 70% 0.2 **98%**

Drivers Traveling Through

Light Precipitation 0.3% 86% 0.4% 61% 0.1 14%

Fog NA NA NA NA NA NA

Clear Weather Conditions 0.1% 79% 0.5% 78% 0.4 **100%**

Drivers of

Passenger Cars 0.2% 52% 0.4% 55% 0.2 **99%**

Vans and SUVs 0.2% 77% 0.5% 69% 0.3 **96%**

Pickup Trucks 0.1% **91%** 0.3% 79% 0.2 87%

Drivers in the

Northeast 0.3% 75% 0.6% 84% 0.3 82%

Midwest 0.1% 65% 0.4% 51% 0.3 **99%**

South 0.2% 58% 0.4% 73% 0.2 88%

West 0.1% 75% 0.4% 59% 0.3 77%

Drivers in

Urban Areas 0.1% 61% 0.5% 63% 0.4 **94%**

Suburban Areas 0.2% 64% 0.5% 77% 0.3 **98%**

Rural Areas 0.1% 55% 0.3% **94%** 0.2 53%
 Drivers Traveling During
 Weekdays 0.2% 62% 0.5% **99%** 0.3 **100%**
 Rush Hours 0.1% **97%** 0.5% 63% 0.4 **100%**
 Nonrush Hours 0.2% **97%** 0.6% 63% 0.4 **96%**
 Weekends 0.2% 62% 0.2% **99%** 0.0 40%
 Drivers With⁴
 No Passengers 0.2% **100%** 0.5% **96%** 0.3 **97%**
 At Least One Passenger 0.0% **100%** 0.3% **96%** 0.3 **100%**
 Drivers With⁴
 No Passengers 0.2% **100%** 0.5% **96%** 0.3 **97%**
 Passengers All Under Age 8 NA NA NA NA NA NA
 Passengers All Age 8 and Older 0.0% **100%** 0.2% **98%** 0.2 **97%**
 Some Passengers Under Age 8 and
 Some Age 8 or Older
 NA
 NA
 NA
 NA
 NA
 NA

¹ Drivers of passenger vehicles with no commercial or government markings stopped at a stop sign or stoplight between the hours of 8 a.m. and 6 p.m.

² The percent of drivers who appeared to be manipulating some type of electronic device, whether a cell phone, video game, or other device. Age, gender, and racial classifications are based on the subjective assessments of roadside observers.

³ The level of statistical confidence that use in the driver group (e.g., drivers who appear to be White) is higher or lower than use in the corresponding complementary driver group (e.g., combined drivers who appear to be Black or members of other races). Confidence levels that meet or exceed 90 percent are formatted in boldface type. Confidence levels are rounded to the nearest percentage point, and so levels reported as "100 percent" confidence are between 99.5 percent and 100.0 percent.

⁴ Among passengers observed in the right-front seat and the second row of seats.

NA: Data insufficient to form a reliable estimate.

Source: National Occupant Protection Use Survey, National Highway Traffic Safety Administration, National Center for Statistics and Analysis NHTSA's National Center for Statistics and Analysis 1200 New Jersey Avenue SE., Washington, DC 20590

Survey Methodology

The National Occupant Protection Use Survey (NOPUS) is the only probability-based observational survey of driver cell phone use in the United States. The survey observes usage as it actually occurs at a random selection of roadway sites, and so provides the best tracking of the extent to which people in this country are using cell phones while driving.

Sites and Vehicles Observed

Numbers of 2005 2006

Percentage

Change

Sites Observed 1,200 1,200 0%

Vehicles Observed 43,000 43,000 0%

The survey data is collected by sending trained observers to probabilistically sampled intersections controlled by a stop sign or stoplight, where vehicle occupants are observed from the roadside. Data is collected between the hours of 8 a.m. and 6 p.m. Only stopped vehicles are observed to permit time to collect the variety of information required by the survey, including subjective assessments of occupants' age and race. Observers collect data on the driver, right-front passenger, and up to two passengers in the second row of seats. Observers do not interview occupants, so that the NOPUS can capture the untainted behavior of occupants. The 2006 NOPUS data was collected between June 5 and June 26, while the 2005 data was collected between June 6 and June 25, 2005. Because the NOPUS sites were chosen through probabilistic means, we can analyze the statistical significance of its results. Statistically significant increases in the use of handheld phones (respectively, headset use or manipulation of

hand-held devices) between 2005 and 2006 are identified in the tables of hand-held use estimates (respectively, headset use estimates or the percent of drivers manipulating devices) by having a result that is 90 percent or greater in column 7. Statistical confidence levels that hand-held use, headset use, or the manipulation of hand-held devices in a given driver group, e.g., drivers in the Northeast, is higher or lower than in the complementary driver group, e.g., combined drivers in the Midwest, in the South and in the West, are provided in columns 3 and 5. Such comparisons are made within categories delineated by changes in row shading in the tables.

The exception to this is the grouping “Drivers Traveling During ...,” in which weekdays are compared to weekends, and weekday rush hour to weekday nonrush hour.

As we will discuss in much more detail later in the definition section, some cell phone use, such as hands-free cell phone use via a Bluetooth car kit or drivers using wireless earpieces obscured by hair or clothing or on their left ears, could not be observed from the roadside and thus would not be captured by NOPUS. In our published NOPUS results for earlier years, we had derived the estimates on the number of drivers using cell phones and the percent of drivers using cell-phones hands-free based on some 2003 cell phone use data from other sources. This research note will not use the outdated data to extrapolate the NOPUS observed data to total cell phone use among all drivers in 2006. However, we will resume such projection in the future as updated data become available.

The NOPUS uses a complex multistage probability sample, statistical data editing, imputation of unknown values, and complex estimation and variance estimation procedures.

The 2006 survey results reflect the partial incorporation of a new set of probabilistically-designed observation sites. Specifically, the 2006 survey utilized half of the observation sites from the previous survey years and half of the sites from the newly designed sample of observation sites. The 2005 data was obtained from the old observation sites only.

Data collection, estimation, and variance estimation for the NOPUS are conducted by Westat, Inc., under the direction of the National Center for Statistics and Analysis under Federal contract number DTNH22-05-D-01002.

Definitions

Drivers were counted as “holding phones to their ears” if they were holding to their ears what appeared to the observer to be a phone. This would include such behaviors as drivers engaged in conversation, listening to messages, or conducting voice-activated dialing while holding a phone to their ears. Note that PDAs such as Blackberrys would count as phones.

Drivers were counted as “speaking with headsets on” if they appeared to be speaking and wearing a headset with a microphone. This would include such behaviors as talking in conversation or conducting voice-activated dialing via a wireless earpiece on the driver’s right ear or via an earbud connected by wire to a cell phone. It would not include drivers

using headsets that do not involve cell phones (such as iPods) since these headsets do not involve microphones. Note that wireless earpieces that are obscured by hair or clothing or are on the driver's left ear would not be included because they would not be visible to the roadside observer. In addition, some wireless earbuds would not be included as they are too small to be observed from the roadside. Drivers with headsets who were not speaking at the time of observation were not included because they might not have, e.g., recently completed a call or be waiting for an expected call. We estimate that each driver in the survey was observed for about 10 seconds before the data collector decided whether or not the driver was speaking. Note also that drivers counted as speaking with a headset on might have been talking to a passenger or using voice-activated computer software rather than using a phone.

See Boyle & Vanderwolf (2003), Stutts et al (2003) and the Department of Transportation's National Household Survey.

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Drivers were counted as "manipulating hand-held devices" if they appeared to be manipulating some type of electronic device, whether a cell phone, PDA, video game, or other device. This would include such behaviors as: manual dialing; text messaging; using a Web-capable cell phone or a PDA (such as a Blackberry) to view travel directions, check e-mails or calendar appointments, or surf the Internet; playing hand-held games; and holding phones in front of their face to converse or check messages via speakerphone or use voice-activated dialing. Manipulation of non-hand-held devices (adjusting volume on stereos, pressing buttons on a dashboard GPS unit, etc) was not included. Also note that a driver characterized by the survey as "manipulating handheld devices" might or might not have been speaking.

We note that there are means by which drivers can use cell phones that would neither be recorded as "holding phones to their ears" nor as "speaking with headsets on" nor as "manipulating hand-held devices" in the NOPUS. These would include: (1) a driver using a cell phone headset who is not speaking during the approximately 10 seconds the driver is observed, and (2) a driver using technologies that cannot be observed from the roadside. Such technologies would include: a driver using a wireless earpiece obscured by hair or clothing or on the left ear; a driver conversing via a speakerphone with the phone on the passenger seat or in a cell phone holder on the vehicle dashboard; a driver using a phone that is built into the vehicle (such as OnStar); and a driver using the cell phone hands-free via a Bluetooth car kit or via a Bluetooth system that is built into the vehicle (such as Sync). It is possible that at some point in the future, NOPUS may be able to capture such behaviors by directing a device that can detect cell phones in use at passing vehicles.

The racial categories "Black," "White," and "Other Races" appearing in the tables reflect subjective characterizations by roadside observers regarding the race of occupants. Likewise observers' recorded the age group (8-15 years; 16-24 years;

25-69 years; and 70 years or older) that best fit their visual assessment of each observed occupant.

“Expressway exit ramps” are defined as the access roads from roadways with limited access, while “other surface streets” comprise all other roadways.

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

New York New Jersey District of

Columbia Connecticut

¹ States with laws in effect as of June 30, 2006. Also includes DC. Connecticut enacted a law that took effect in October 2005. In no other States did such laws take effect during the period June 30, 2005 – June 30, 2006.

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). 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.

For More Information

Detailed analyses of the data in this publication, as well as additional data and information on the survey design and analysis procedures, will be available in upcoming publications to be posted at the Web site www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/AvailInf.html in 2007.

NHTSA’s National Center for Statistics and Analysis 1200 New Jersey Avenue SE., Washington, DC 20590

References

Boyle, J., & Vanderwolf, P., 2003 Motor Vehicle Occupant Safety Survey, Volume 4, Crash Injury and Emergency Medical Services Report, NHTSA Technical Report, 2003. Washington, DC: National Highway Traffic Safety Administration.
Nationwide Personal Transportation Survey, 1995, and National Household Travel Survey, 2001. Washington, DC:

Federal Highway Administration.
Stutts, J., Hunter, W., & Huang, H., Cell Phone Use While
Driving: Results of a Statewide Survey, Transportation
Research
Board, Annual Meeting CD-ROM, 2003

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Breakthrough Research on Real-World Driver Behavior Released

Thursday, April 20, 2006

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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>