

Iowa Kids Walking and Biking 2020 Crash Report



Introduction

Iowa Safe Routes to School is a statewide program that works with schools and communities to make walking and biking safer for kids. Research shows that kids who walk or bike to school are healthier and do better in school. However, it is not just as easy as waking up and riding or walking to school. Often there are barriers in place that can prevent parents or guardians from letting a child walk or ride to school.

This report takes data collected by the Iowa Department of Transportation (DOT) and breaks down where crashes involving Iowa children walking or biking were involved in a crash with a vehicle.

Executive Summary

Using the Iowa DOT's Crash Analysis Tool the Iowa Bicycle Coalition has created a report that includes all of the document crashes involving Iowa Kids ages 1-16 who were biking and walking when the crash occurred. The following subcategories we feel are relevant to child safety: Speed, Time of Day, Month, Intersection Related, and the presences of traffic controls. These categories show where kids are most vulnerable. The reports showed the following regarding cycling:

- The five year crash totals reflect a decrease in 2020 total crashes yet little change in fatalities and serious injuries.
- Twenty-one of the thirty-nine crashes occur in speed zones with a posted speed limit of twenty-five miles per hour.
- The vast majority of the crashes happened during daylight.

The Reports showed the following regarding pedestrian crashes:

- Most crashes happened in an area with a speed limit of twenty-five miles per hour.
- The majority of the crashes happened during daylight.

If you would like to learn more about the Iowa Safe Routes to School does in schools and communities to make walking and biking safer for kids throughout Iowa visit our website at www.iowasaferoutes.org

Methodology

The findings from the report come from data collected by the Iowa Department of Transportation's Iowa Crash Analysis Tool (ICAT). ICAT is the Iowa DOT's database for housing crash-related information. The website is <https://icat.iowadot.gov/>

For our brief report, we utilized the ICAT database to see how many serious and fatal crashes happened to kids, age 1 through 16, in the state of Iowa for the calendar year of 2020. Then we selected the subcategories we feel are relevant to child safety: Speed, Time of Day, and Month. While these subcategories do not specify cause they do paint a picture as to where and when accidents are happening. Then we took the findings and split the data between pedestrian and pedal cyclist. Additionally, we looked at intersection-related and no traffic controls present to learn where accidents happen.

Findings

Below is the crash data for cyclists age 1-16 in the state of Iowa for 2020

2020 Cyclist Crashes in Iowa (Age 1-16)

Year	Total Crashes	Total Occupants	Total Vehicles	Fatalities	Serious injuries	Minor Injuries	Possible Injuries
2020	62	79	62	2	6	32	23

In addition the five year cycling crashes provide a broader picture of the crash data in Iowa from 2016-2020.

Five Year Cycling Crashes Iowa (Ages 1-16)

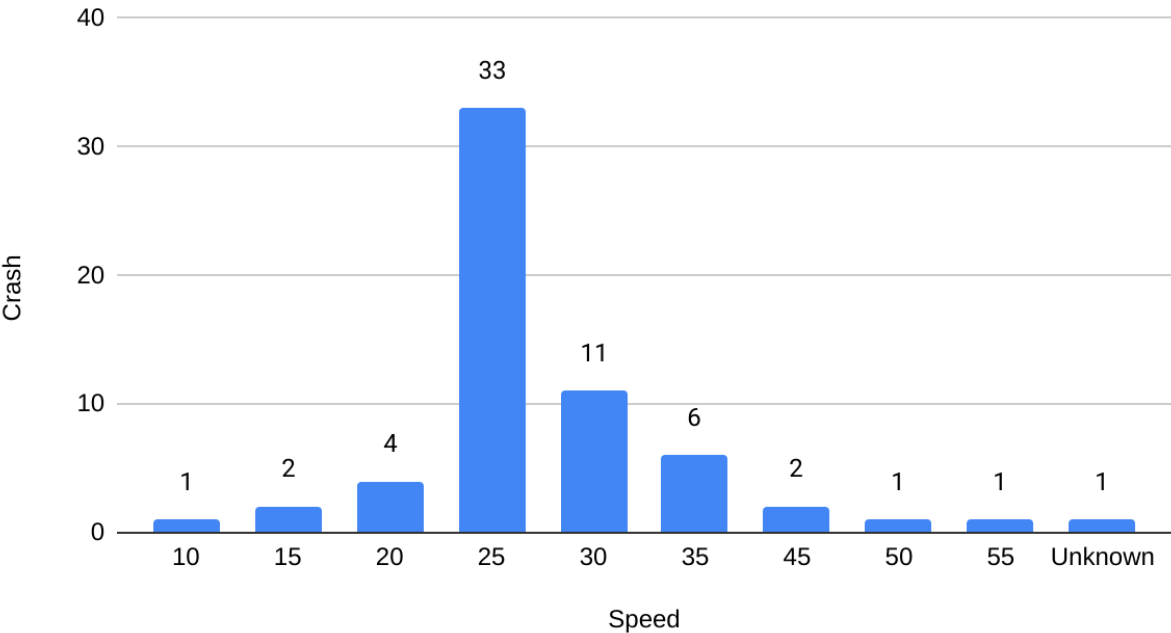
Year	Total Crashes	Total Occupants	Total Vehicles	Fatalities	Serious injuries	Minor Injuries	Possible Injuries
2020	55	78	56	2	6	30	18
2019	83	169	83	1	14	46	24
2018	94	177	95	0	8	63	28
2017	101	136	101	4	7	67	28

2016	111	175	111	1	5	66	41
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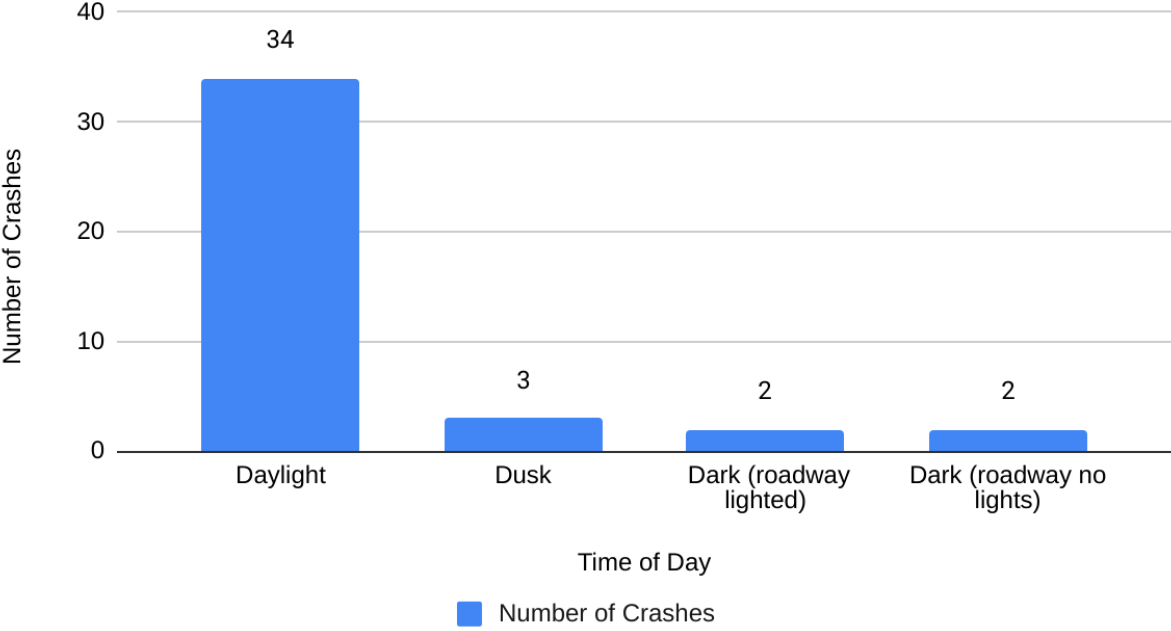
While the five year crash totals reflect a decrease in 2020 total crashes there has been little change in both fatalities and serious injuries.

Below are three major focus areas we believe are helpful to tell the story of when crashes happen involving kids. Speed, lighting, and month are critical in telling the story of when the crashes happened, but also let us know how to reduce and prevent crashes

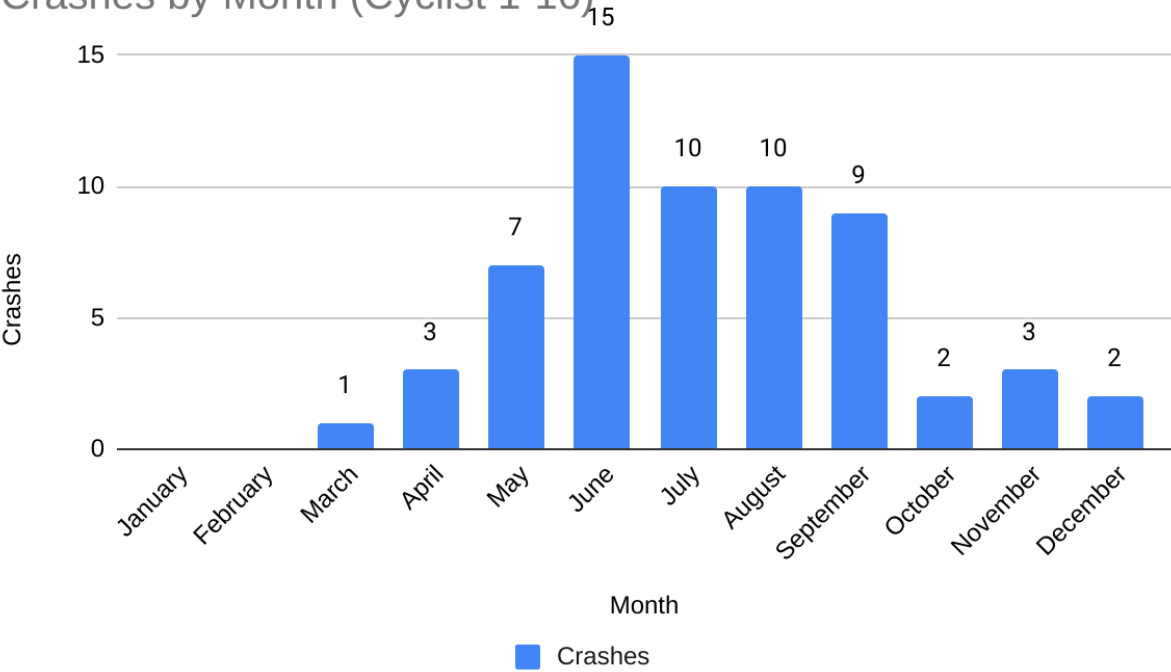
Speed Limit in Area of Crash (Cyclist 1-16)



Lighting Conditions at Time of Crash (Cyclist Age 1-16)



Crashes by Month (Cyclist 1-16)



Worth nothing

1. Twenty-one of the thirty-nine crashes occurred in speed zones with a posted speed limit of twenty-five miles per hour.
2. The vast majority, all but five, of the crashes happened during daylight.
3. Most crashes, all but two, happened between May and September.
4. These numbers are also most likely underreported
5. None of the fatalities

Most of the crashes happened in areas where the speed limit was higher than twenty miles per hour, during the daylight hours, and in warm weather months. All of this is critical of telling the story of how to prevent crashes statewide.

While knowing when crashes happen is critical in reducing them it is also important to know where crashes happen. Street design is crucial to saving lives. All too often street design is car-centric rather than focusing on people. Often street designs that cater to cars will have wider lanes and higher speeds. Below is the 2020 cyclist data for crashes at intersections as well as no traffic controls present.

2020 Cyclist Crashes in Iowa Intersection Related (Age 1-16)

Year	Total Crashes	Total Occupants	Total Vehicles	Fatalities	Serious injuries	Minor Injuries	Possible Injuries
2020	34	46	34	0	4	18	13

2020 Cyclist Crashes in Iowa No Traffic Control Present (Age 1-16)

Year	Total Crashes	Total Occupants	Total Vehicles	Fatalities	Serious injuries	Minor Injuries	Possible Injuries
2020	33	44	33	2	4	11	16

Comparatively for 2020 what we see is that intersection and no traffic controls present are similar, except in the fatalities category. Places that are safe to walk often have traffic controls present.

Below is the crash data for pedestrians ages is 1-16.

2020 Pedestrian Crashes in Iowa (Age 1-16)

Year	Total Crashes	Total Occupants	Total Vehicles	Fatalities	Serious injuries	Minor Injuries	Possible Injuries
2020	55	78	56	5	6	30	18

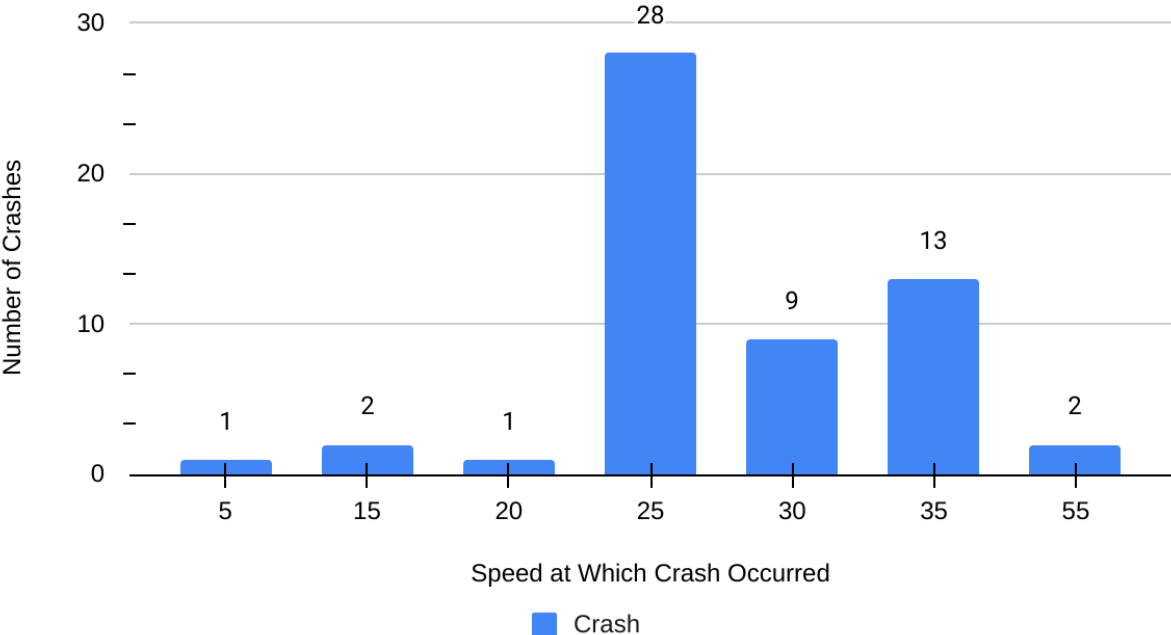
Five Year Pedestrian Crashes Iowa (Ages 1-16)

Year	Total Crashes	Total Occupants	Total Vehicles	Fatalities	Serious injuries	Minor Injuries	Possible Injuries
2020	55	78	56	5	6	30	18
2019	91	189	94	5	15	55	30
2018	78	141	81	1	12	47	29
2017	105	174	107	1	14	60	35
2016	125	170	126	5	15	73	44

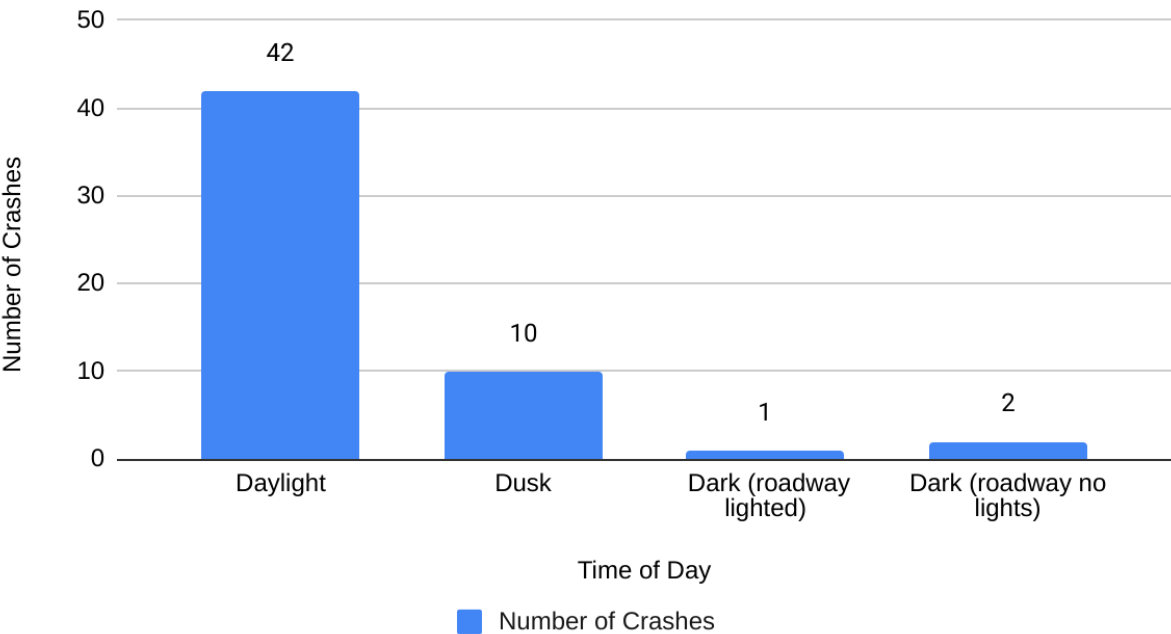
The five year pedestrian crashes reflect that three of the last five years there have been five child fatalities. Sadly, the last three years total crashes have declined while fatalities have increased.

Below are three major focus areas we believe are helpful to tell the story of when crashes happen involving kids. Speed, lighting, and month are critical in telling the story of when the crashes happened, but also let us know how to reduce and prevent crashes

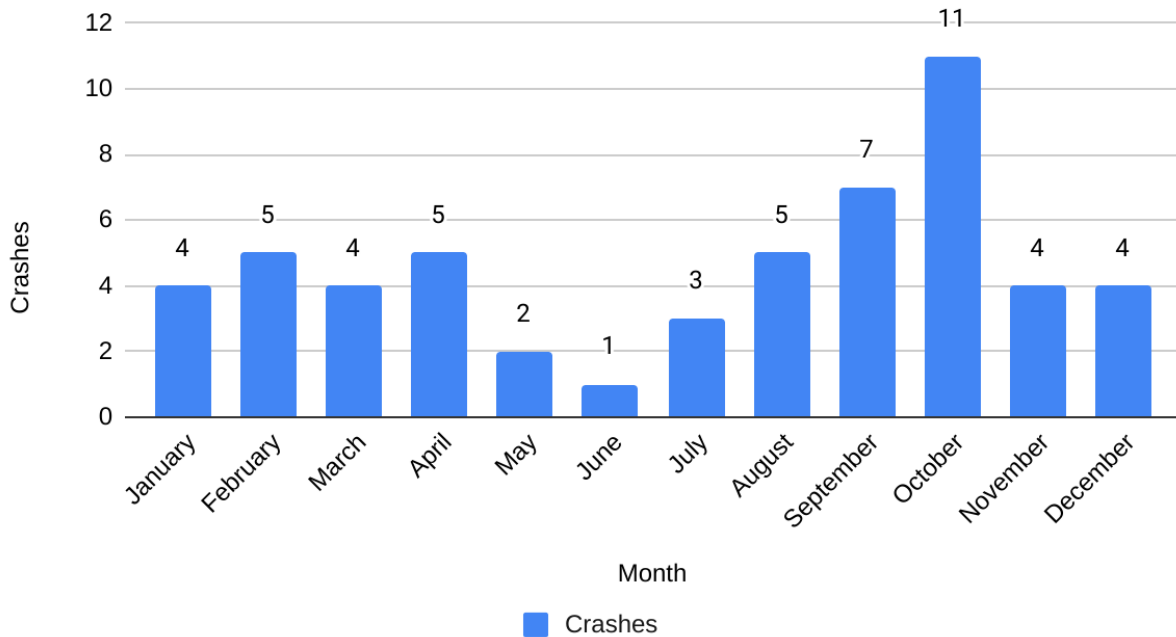
Speed Limit in Area of Crash (Pedestrian 1-16 age)



Lighting Conditions at Time of Crash (Pedestrian Age 1-16)



Crashes by Month (Pedestrian 1-16)



Worth nothing

1. 52 of the 56 pedestrian crashes happened in an area with a speed limit of twenty-five miles per hour.
2. 42 of the crashes happened during daylight hours.
3. Pedestrian crashes occurred consistently throughout the year with peaks in the autumn months.

2020 Pedestrian Crashes In Iowa Intersection Related (Age 1-16)

Year	Total Crashes	Total Occupants	Total Vehicles	Fatalities	Serious injuries	Minor Injuries	Possible Injuries
2020	21	32	22	3	2	9	10

2020 Pedestrian Crashes In Iowa No Traffic Control Present (Age 1-16)

Year	Total Crashes	Total Occupants	Total Vehicles	Fatalities	Serious injuries	Minor Injuries	Possible Injuries
2020	39	54	40	4	5	22	10

Taking a moment to recognize intersection related and no traffic control present crashes is also important. While we can't say based on reporting that total crashes are less in areas *because* of traffic controls the total crashes is notably less.

Commonalities between both cycling and pedestrian crashes

1. 50% of both pedestrian and cycling crashes occurred in areas of twenty-five miles per hour.
2. 71% or more of the pedestrian and cycling crashes occurred during the daylight hours.

Learn More about Iowa Safe Routes to School

If you would like to learn more about the great work Iowa Safe Routes to School does in communities throughout Iowa visit our website at www.iowasaferoutes.org