

Highest Density Corridors of Unbelted Drivers & Passengers Killed or Seriously Injured  
Rural State Highways  
2001 to 2007

COUNTY	ROUTE	DESCRIPTION	LENGTH (MI)	KILLED OR SERIOUSLY INJURED UNBELTED PASSENGERS	ANNUAL KILLED OR SERIOUSLY INJURED UNBELTED PASSENGER DENSITY (PASSENGERS/MI/YR)	Potential Remedies (1)	Estimated Costs (2)	Impediments (3)	Status (4)
BOONE	US 30	BEGIN. OF MULTI-LANE (0.7 MILES WEST OF CITY OF OGDEN WCL) TO BEGIN. OF FREEWAY (IOWA 930)	17.497	16	0.131				a
CASS	INTERSTATE 80	POTTAWATTAMIE COUNTY TO ADAIR COUNTY	23.597	16	0.097				a
DUBUQUE	US 20	DELAWARE COUNTY TO CITY OF DUBUQUE ECL	20.770	14	0.096				a
PLYMOUTH	US 75	SIOUX CITY URBAN AREA LIMITS TO IOWA 60, EXCLUDING CITIES OF HINTON AND MERRILL	17.530	11	0.090				c
WARREN	INTERSTATE 35	CLARKE COUNTY TO POLK COUNTY	24.183	15	0.089				a
CLARKE	INTERSTATE 35	DECATUR COUNTY TO WARREN COUNTY	18.539	11	0.085				a
JOHNSON	INTERSTATE 80	IOWA COUNTY TO CEDAR COUNTY, EXCLUDING CITIES OF CORALVILLE AND IOWA CITY	15.411	9	0.083				a
POTTAWATTAMIE	INTERSTATE 29	MILLS COUNTY TO HARRISON COUNTY, EXCLUDING THE CITY OF COUNCIL BLUFFS	18.929	11	0.083				a
STORY	INTERSTATE 35	POLK COUNTY TO HAMILTON COUNTY	24.219	14	0.083				a
DALLAS	IOWA 141	CITY OF PERRY TO POLK COUNTY	17.354	10	0.082				c
DECATUR	INTERSTATE 35	MISSOURI STATE LINE TO CLARKE COUNTY	24.299	14	0.082				a
POWESHIEK	INTERSTATE 80	JASPER COUNTY TO IOWA COUNTY	24.141	13	0.077				a

Total 246.469

SITE SELECTION CRITERIA:

FIVE PERCENT OF THE 5,000 MILES WITH THE HIGHEST AVERAGE ANNUAL FATAL AND MAJOR INJURY CRASH DENSITY OF UNBELTED DRIVERS/PASSENGERS DURING 2001 - 2007  
(STATEWIDE AVERAGE = 0.021 FATAL AND MAJOR INJURY CRASHES/MILE/YEAR)

Footnotes:

(1) Potential remedies include:

- public awareness and education; and
- increased seat belt enforcement in these corridors.

(2) The estimated cost is unknown and variable. Identification of these corridors provides an opportunity for state and local enforcement agencies to target corridors for additional seat belt use enforcement using existing staff and funding resources. Providing funding for additional enforcement will be considered.

(3) Reduction in enforcement officers due to budget constraints, military call up of staff and other enforcement responsibilities.

(4) Status

- a. Corridor enforcement event funded in 2008-09
- b. Targeted spot enforcement within corridor funded in 2008-09
- c. Additional local enforcement completed in 2008-09
- d. Paved shoulders and shoulder rumble strips completed or programmed