

# Distracted Driver Report

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## EXECUTIVE SUMMARY

Chapter 2002-179, Laws of Florida, directed the Florida Department of Highway Safety and Motor Vehicles to identify the major sources of distraction to drivers and the significance of distractions as potential causes of crashes<sup>1</sup>. This report documents the reported frequency of Florida crashes caused by various forms of driver distractions in 2001.

Data were obtained by trained professional investigators that collected information at the scene of the crash, from an examination of the vehicles involved in the crash, directly from interviews with the crash victims and other witnesses, as well as an examination of the crash scene. There were 1,520 crashes identified as being caused by distracted drivers during 2001. This is less than one percent (0.6 percent) of the total traffic crashes reported for 2001. Twenty-two percent of the distracted drivers were reported as "talking or listening on a cell phone" at the time of the crash; 39 percent were distributed among 10 miscellaneous categories such as "eating or drinking;" 18 percent of the crashes were attributed to "other distractions;" and approximately 21 percent were "unknown distraction."

Major findings of this report are as follows:

- Drivers 30-49 years of age were the most likely to be involved in distraction-related crashes.
- Certain types of distractions were more prominent in certain age groups. For example, drivers under age 20 were more likely than older drivers to have been distracted while "adjusting a radio, cassette, or CD player."
- Males were about 20 percent more likely than females to be characterized as distracted at the time of their crash.
- More than 65 percent of the crashes resulting from all forms of distractions occurred during daylight hours (6:00AM-5:59PM).
- Seventy-five percent of distracted drivers received injuries ranging from "possible injury" to "fatal injury."
- More than 65 percent of distracted drivers had speed equal to or below 45 miles per hour at the time of the crash.

In conclusion, this study does not indicate that distracted drivers are a major contributing cause of crashes. However, it does provide valuable demographic information that can be utilized by law enforcement officers, the automotive industry, and the communications industry to further their ongoing efforts of education and enforcement in the area of highway safety.

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<sup>1</sup> Crash as used in this report, is a vehicular accident that is reported to the Department of Highway Safety and Motor Vehicles on what is commonly referred to as the "long form report." This report is mandatory if the crash involves death or injury, leaving the scene of an accident, or DUI, and may be used by the investigating officer in other types of crashes.

## MAJOR FINDINGS:

There were 1,520 crashes identified as being caused by distracted drivers during 2001. This is less than one percent (0.6 percent) of the total traffic crashes reported for 2001. Twenty-two percent of the distracted drivers were reported as “talking or listening on a cell phone” at the time of the crash; 39 percent were distributed among 10 miscellaneous categories such as “eating or drinking;” 18 percent of the crashes were attributed to “other distractions;” and approximately 21 percent were “unknown distraction.”

Drivers 30-49 years of age were the most likely to be involved in distraction-related crashes. Younger drivers (under 30 years of age) were more likely than older drivers (above 50 years of age) to be identified as distracted at the time of a crash.

Certain types of distractions were more prominent in certain age groups. For example, drivers under age 20 were more likely than older drivers to have been distracted while “adjusting a radio, cassette, or CD player.” For drivers in the 30-49 age group, “dialing and using a cell phone” was the primary cause cited as well as other occupants in vehicle being a source of distraction. Drivers 20-29 years of age, as well as the under 20 age group, also showed a high propensity of being distracted by cell phone use.

There are three problematic areas of distraction for those under 20 years of age, which include “using device integral to vehicle,” “adjusting radio, cassette, or CD player,” and “smoke-related” crashes. Problem areas for 20-29 year olds appear to be “eating and drinking,” “smoke-related,” and to a lesser extent, crashes resulting from “adjusting a radio or CD player.” The 30-49 age group had the highest percentage of crashes involving “other occupants in vehicle.”

Males were about 20 percent more likely than females to be characterized as distracted at the time of their crash. Male drivers tend to be more distracted while “adjusting radio, cassette, or CD player.” Female drivers are more distracted by “having other occupants in the vehicle” at the time of crash. However, “talking or listening on cell phone” equally distracts both sexes.

Distractions involving “other occupants in vehicle” were overrepresented on U.S. roads. While cell phone use is relatively equally distributed among all types of roads, state roads top the list at 25.93 percent. Grouped together, more than 80 percent of distractions occurred on state (29.93%), local (28.74%), and county (21.84%) roads respectively.

More than 65 percent of the crashes resulting from all forms of distractions occurred during daylight hours (6:00AM-5:59PM). Only 34 percent of distractions took place during non-daylight hours. Unknown times accounted for approximately one percent of the crashes. Of the total distraction crashes (517) which occurred during non-daylight hours, 11 percent were attributed to “outside person, object or event,” and 26 percent were “using a cell phone.” Corresponding figures for daylight hours are 8.65 percent and 20 percent respectively. Equal percentages of “adjusting radio, cassette, or CD” crashes were reported during both periods.

Seventy-five percent (1,145) of distracted drivers received a variety of injuries ranging from “possible injury” to “fatal,” which includes fatal injuries. Thirty percent of drivers (458) received non-incapacitating injuries followed by 11.32 percent of drivers (172) receiving incapacitating injuries. Ten drivers were fatally injured.

Overall, more than 65 percent of distracted drivers had speed equal to or below 45 miles per hour at the time of the crash. However, when driver distraction status is distributed within categories of speed, certain categories of distraction tend to occur at a higher percentage above 45 miles per hour. For example, “eating or drinking,” “adjusting a radio,” “other occupants in vehicle,” “moving object in vehicle,” “talking on cell phone,” and “device brought into vehicle” were distractions that occurred at higher rates at speeds above 45 miles per hour.

Distracted driver crashes relative to type of road and time of crash are fairly comparable to all crashes; whereas, for injury severity and age of driver, distracted driver crashes are considerably higher. For example, 38% of all crashes involved an injury or fatality to the driver, as compared to 75% of distracted driver crashes. Further, drivers less than 30 years old, represent 22% of licensed drivers, however they account for 46% of distracted driver crashes.

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## **INTRODUCTION:**

Distraction occurs when some event, object, or person within or outside the vehicle compels or induces the driver’s shifting of attention away from the driving task. The presence of a triggering event distinguishes a distracted driver from one who is simply inattentive or “lost in thought.” Chapter 2002-179, Laws of Florida, directed the Florida Department of Highway Safety and Motor Vehicles to identify the major sources of distraction to drivers and the significance of distractions as potential causes of crashes. The findings of this report should be of interest to legislators, licensing agencies, law enforcement, and traffic safety organizations.

## **DATA SOURCE:**

This report documents the reported frequency of Florida crashes caused by various forms of driver distraction in 2001. Beginning in 2001, a variable for coding the “Driver Distraction” was added to the Florida crash report as a contributing cause. Data were obtained by trained, professional investigators that collected information at the scene of the crash, from an examination of the vehicles involved in a crash, directly from interviews with the crash victims and other witnesses, as well as an examination of the crash scene. This report presents the results of a study of the distraction data collected as part of the Florida crash database for 2001. For the current analysis two variables were defined: one specifying the specific distracting event for those drivers identified as distracted and the second identifying the attention status of the drivers. There were a few cases where the nature of the distraction could not be extracted from the crash report due to illegibility or the reporting officer was unable to identify the specific nature of distraction.

## DISTRACTION DATA ANALYSIS:

As shown in **Table 1**, 22 percent of the drivers were “talking or listening on cell phone” at the time of a crash; approximately 18 percent of the crashes were attributed to “other distractions;” and nearly 21 percent were reported as “unknown distractions.” This high percentage of drivers with unknown distraction status has the effect of diluting the percentages in other categories of distraction. Other types of distractions accounted for percentages ranging between 1.84 percent and 9.54 percent.

### Specific Sources of Distraction among Distracted Drivers 2001 Distraction Data

Table 1 2001

Driver Distraction Status	Number of Drivers	% of Drivers
Eating or drinking	28	1.84
Outside person, object, or event	145	9.54
Adjusting radio, cassette, CD	95	6.25
Other occupant in vehicle	114	7.50
Moving object in vehicle	50	3.29
Smoking related	35	2.30
Talking or listening on cellular phone	335	<b>22.04</b>
Using device/object brought into vehicle	78	5.13
Using device/controls integral to vehicle	29	1.91
Other distraction	273	<b>17.96</b>
Unknown distraction	319	<b>20.99</b>
Inattention	17	1.12
Report not legible	2	0.13
<b>Total</b>	<b>1,520</b>	<b>100.00</b>

As shown in **Table 2**, drivers 30-49 years of age (37.24%) were the most likely to be involved in distraction-related crashes. However, when compared to the number of licensed drivers in this age group, they do not appear to be overrepresented. Given that more than 45 percent of drivers involved in a crash were under 30 years of age compared to 14.21 percent for drivers 50 years of age and older, one may conclude that younger drivers were more likely than older drivers to be identified as distracted at the time of a crash.

### Driver Distribution Status by Age Categories

**Table 2**

**2001**

Driver Distraction Status	AGE						Total
	<20	20-29	30-49	50-64	65+	Unknown	
Eating or drinking	4	13	5	6	0	0	28
Outside person, object, or event	27	36	54	18	7	3	145
Adjusting radio, cassette, or CD	42	27	20	2	2	2	95
Other occupants in vehicle	20	28	52	6	7	1	114
Moving object in vehicle	13	9	15	6	6	1	50
Smoking related	9	13	7	6	0	0	35
Talking or listening on cellular phone	58	86	149	21	5	16	335
Using device/object brought into vehicle	10	18	34	8	6	2	78
Using device/controls integral to vehicle	14	3	8	2	2	0	29
Other distraction	39	67	104	33	27	3	273
Unknown distraction	67	80	110	27	17	18	319
Inattention	3	4	7	2	0	1	17
Report not legible	0	1	1	0	0	0	2
<b>Total</b>	306	385	566	137	79	47	1,520
<b>% of Total</b>	20.13	25.33	37.24	9.01	5.20	3.09	100.00
	45.46			14.21			

**Table 2A** provides detailed information, which allows us to look at individual categories of distraction across age groups. As shown in **Table 2A**, certain types of distractions were more prominent in certain age groups. For example, drivers under age 20 were more likely (13.73%) than older drivers to have been distracted while “adjusting a radio, cassette, or CD player.” For drivers in the 30-49 age group, “dialing and using a cell phone” was frequently cited (26.33%) as well as “other occupants in vehicle” (9.19%) being a source of distraction (although still only a small percentage of the cases overall). Drivers 20-29 years of age, as well as the under 20 age group, also showed a high propensity of being distracted by “cell phone use.” Drivers age 50-64 were more likely to have been distracted (24.09%) by “other distraction” and (13.14%) by “objects and events outside the vehicle” (other vehicles, signs, animals, etc.), while those ages 65 and older were over represented (34.18%) with respect to “other distractions” (medical, looking outside vehicle, etc.).

## Distribution of Driver Distraction Status within Categories of Driver Age

**Table 2A**

**2001**

Driver Distraction Status	AGE						Total
	<20	20-29	30-49	50-64	65+	Unknown	
Eating or drinking	1.31	3.38	0.88	4.38	0.00	0.00	1.84
Outside person, object, or event	8.82	9.35	9.54	13.14	8.86	6.38	9.54
Adjusting radio, cassette, or CD	13.73	7.01	3.53	1.46	2.53	4.26	6.25
Other occupants in vehicle	6.54	7.27	9.19	4.38	8.86	2.13	7.50
Moving object in vehicle	4.25	2.34	2.65	4.38	7.59	2.13	3.29
Smoking related	2.94	3.38	1.24	4.38	0.00	0.00	2.30
Talking or listening on cellular phone	18.95	22.34	26.33	15.33	6.33	34.04	22.04
Using device/object brought into vehicle	3.27	4.68	6.01	5.84	7.59	4.26	5.13
Using device/controls integral to vehicle	4.58	0.78	1.41	1.46	2.53	0.00	1.91
Other distraction	12.75	17.40	18.37	24.09	34.18	6.38	17.96
Unknown distraction	21.90	20.78	19.43	19.71	21.52	38.30	20.99
Inattention	0.98	1.04	1.24	1.46	0.00	2.13	1.12
Report not legible	0.00	0.26	0.18	0.00	0.00	0.00	0.13
<b>Total %</b>	100.00	100.00	100.00	100.00	100.00	100.00	100.00

**Table 2B** examines driver age from a different perspective, by presenting row percentages rather than column percents. The question of interest is “what is the age distribution of drivers within categories of distraction?” Here one can see that there are three problematic areas of distraction for those under 20 years of age, which include, “using device integral to vehicle” (48.28%), “adjusting radio, cassette, or CD player” (44.21%), and “smoke related” crashes (25.71%). Problem areas for 20-29 year olds appear to be “eating and drinking” (46.43%), “smoke related” (37.14%) and to a lesser extent, (28.42%) crashes resulting from “adjusting a radio or CD player.” Age group 30-49 had the highest percentage (45.61%) of crashes involving “other occupants in vehicle.” This age group also had more than 44 percent of crashes attributed to “cell phone use” which is consistent with 26.33 percent cell phone use in **Table 2A** for the 30-49 age group.

## Distribution of Driver Age within Categories of Driver Distraction

**Table 2B**

**2001**

Driver Distraction Status	AGE						Total %
	<20	20-29	30-49	50-64	65+	Unknown	
Eating or drinking	14.29	46.43	17.86	21.43	0.00	0.00	100.00
Outside person, object, or event	18.62	24.83	37.24	12.41	4.83	2.07	100.00
Adjusting radio, cassette, or CD	44.21	28.42	21.05	2.11	2.11	2.11	100.00
Other occupants in vehicle	17.54	24.56	45.61	5.26	6.14	0.88	100.00
Moving object in vehicle	26.00	18.00	30.00	12.00	12.00	2.00	100.00
Smoking related	25.71	37.14	20.00	17.14	0.00	0.00	100.00
Talking or listening on cellular phone	17.31	25.67	44.48	6.27	1.49	4.78	100.00
Using device/object brought into vehicle	12.82	23.08	43.59	10.26	7.69	2.56	100.00
Using device/controls integral to vehicle	48.28	10.34	27.59	6.90	6.90	0.00	100.00
Other distraction	14.29	24.54	38.10	12.09	9.89	1.10	100.00
Unknown distraction	21.00	25.08	34.48	8.46	5.33	5.64	100.00
Inattention	17.65	23.53	41.18	11.76	0.00	5.88	100.00
Report not legible	0.00	50.00	50.00	0.00	0.00	0.00	100.00
<b>% of Total</b>	20.13	25.33	37.24	9.01	5.20	3.09	100.00

## Distribution of Specific Driver Distractions for Males and Females

**Table 3** 2001

Driver Distraction Status	Sex			Total
	Male	Female	Unknown	
Eating or drinking	9	19	0	28
Outside person, object, or event	91	51	3	145
Adjusting radio, cassette, or CD	71	22	2	95
Other occupants in vehicle	46	67	1	114
Moving object in vehicle	25	25	0	50
Smoking related	22	13	0	35
Talking or listening on cellular phone	195	129	11	335
Using device/object brought into vehicle	48	29	1	78
Using device/controls integral to vehicle	12	17	0	29
Other distraction	166	104	3	273
Unknown distraction	197	110	12	319
Inattention	8	8	1	17
Report not legible	1	1	0	2
Total	891	595	34	1,520
% of Total	58.62	39.14	2.24	100.00

Overall, variations by driver gender were more pronounced, where males were about 20 percent more likely than females to be characterized as distracted at the time of their crash (**Table 3**). With regard to specific types of distractions (**Table 3A**), male drivers tend to be more distracted while “adjusting radios, cassettes, or CD players” (7.97% versus 3.7% female drivers). Female drivers are more distracted by “having other occupants in the vehicle” (11.26% versus 5.16% male drivers), and for “eating and drinking” (3.19% versus 1.01% male drivers) at the time of crash. However, both sexes are equally distracted (21.89% versus 21.68%) by “talking or listening on cell phone.”

### Distribution of Driver Distractions Status within Categories of Driver Sex

**Table 3A** 2001

Driver Distraction Status	Sex			% of Total
	Male %	Female %	Unknown %	
Eating or drinking	1.01	3.19	0.00	1.84
Outside person, object, or event	10.21	8.57	8.82	9.54
Adjusting radio, cassette, or CD	7.97	3.70	5.88	6.25
Other occupants in vehicle	5.16	11.26	2.94	7.50
Moving object in vehicle	2.81	4.20	0.00	3.29
Smoking related	2.47	2.18	0.00	2.30
Talking or listening on cellular phone	21.89	21.68	32.35	22.04
Using device/object brought into vehicle	5.39	4.87	2.94	5.13
Using device/controls integral to vehicle	1.35	2.86	0.00	1.91
Other distraction	18.63	17.48	8.82	17.96
Unknown distraction	22.11	18.49	35.29	20.99
Inattention	0.90	1.34	2.94	1.12
Report not legible	0.11	0.17	0.00	0.13
Total %	100.00	100.00	100.00	100.00

In addition to the referenced driver factors, a number of other variables, including roadway, time, crash injury severity, and speed variables were also examined to determine their relationships to driver distraction. Although these results were less conclusive, they nevertheless underscore the importance of taking into account specific contextual factors in collecting and analyzing driver distraction data. Many of the cells (**Tables 4 & 4A**) are based on small numbers; thus there is considerable variability in percentages across categories. For example, distractions involving “other occupants in vehicle” were over represented on U.S. roads (12.5%) followed by county (8.73%) and local (8.47%) roads. Similar patterns exist for “adjusting radios, cassettes, and CDs” where U.S. roads account for 10.58 percent of distractions followed by county (8.13%) and local (7.32%) roads. Local roadways were associated with higher incidences of “smoking related” distractions (3.89%). While cell phone use is relatively equally distributed among all types of roads, state roads top the list at 25.93 percent (**Table 4A**). Grouped together, more than 80 percent of distractions occurred on state (29.93%), local (28.75%), and county (21.84%) roads respectively (**Table 4**). Although these differences suggest different factors at play in the various distractions, without more detailed multivariate analysis (e.g., adjusting for driver age and gender), they must be viewed primarily as descriptive rather than explanatory.

### Distribution of Driver Distraction by Type of Road

**Table 4**

**2001**

Driver Distraction Status	Type of Road							Total
	Interstate	U.S.	State	County	Local	Turnpike/Toll	All Other	
Eating or drinking	2	2	8	7	8	0	1	28
Outside person or event	11	9	44	29	43	1	8	145
Adjusting radio or cassette	3	11	19	27	32	2	1	95
Other occupants in vehicle	8	13	20	29	37	1	6	114
Moving object in vehicle	5	5	17	11	10	1	1	50
Smoking related	3	1	9	4	17	1	0	35
Talking on cellular phone	23	23	118	72	83	4	12	335
Device brought into vehicle	9	2	24	18	22	3	0	78
Device integral to vehicle	4	2	8	4	10	1	0	29
Other distraction	16	20	88	62	73	3	11	273
Unknown distraction	27	16	94	66	95	4	17	319
Inattention	2	0	6	3	5	0	1	17
Report not legible	0	0	0	0	2	0	0	2
Total	113	104	455	332	437	21	58	1,520
% of Total	7.43	6.84	29.93	21.84	28.75	1.38	3.82	100.00

## Distribution of Driver Distraction Status within Categories of Road Types

**Table 4A**

**2001**

Driver Distraction Status	Type of Road							% of Total
	Interstate	U.S.	State	County	Local	Turnpike/Toll	All Other	
Eating or drinking	1.77	1.92	1.76	2.11	1.83	0.00	1.72	1.84
Outside person or event	9.73	8.65	9.67	8.73	9.84	4.76	13.79	9.54
Adjusting radio or cassette	2.65	10.58	4.18	8.13	7.32	9.52	1.72	6.25
Other occupants in vehicle	7.08	12.50	4.40	8.73	8.47	4.76	10.34	7.50
Moving object in vehicle	4.42	4.81	3.74	3.31	2.29	4.76	1.72	3.29
Smoking related	2.65	0.96	1.98	1.20	3.89	4.76	0.00	2.30
Talking on cellular phone	20.35	22.12	25.93	21.69	18.99	19.05	20.69	22.04
Device brought into vehicle	7.96	1.92	5.27	5.42	5.03	14.29	0.00	5.13
Device integral to vehicle	3.54	1.92	1.76	1.20	2.29	4.76	0.00	1.91
Other distraction	14.16	19.23	19.34	18.67	16.70	14.29	18.97	17.96
Unknown distraction	23.89	15.38	20.66	19.88	21.74	19.05	29.31	20.99
Inattention	1.77	0.00	1.32	0.90	1.14	0.00	1.72	1.12
Report not legible	0.00	0.00	0.00	0.00	0.46	0.00	0.00	0.13
<b>Total %</b>	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

**Table 5** shows more than 65 percent of all crashes resulting from all forms of distractions occurred during daylight hours (6:00AM-5:59PM). Only 34 percent of distractions took place during non-daylight hours (6:00PM-5:59AM). With regard to specific distraction categories (**Table 5A**), of the total distraction crashes (517) which occurred during non-daylight hours, 11 percent were attributed to “outside person, object, or event,” and nearly 26 percent were “using a cell phone.” Corresponding figures for daylight hours are 8.65 percent and 20 percent respectively. Equal percentages of “adjusting radio, cassette, or CD” crashes were reported during both periods. “Smoking related” crashes tend to be higher during non-daylight hours. Crashes attributed to “moving object in vehicle” as well as “eating or drinking” are more of daylight phenomena. “Other distractions” tend to be higher during daylight hours.

**Distribution of Driver Distraction Status by Time of Day**

**Table 5**

**2001**

Driver Distraction	Time of Day			Total
	6:00PM-5:59AM	6:00AM-5:59PM	Unknown	
Eating or drinking	7	21	0	28
Outside person, object, or event	57	86	2	145
Adjusting radio, cassette, or CD	32	62	1	95
Other occupants in vehicle	44	70	0	114
Moving object in vehicle	7	42	1	50
Smoking related	15	20	0	35
Talking or listening on cellular phone	133	199	3	335
Using device/object brought into vehicle	23	55	0	78
Using device/controls integral to vehicle	5	23	1	29
Other distraction	74	198	1	273
Unknown distraction	114	205	0	319
Inattention	6	13	0	19
<b>Total</b>	517	994	9	1,520
<b>% of Total</b>	34.01	65.39	0.59	100.00

**Distribution of Driver Distraction Status by Time of Day**

**Table 5A**

**2001**

Driver Distraction	Time of Day			% of Total
	6:00PM-5:59AM	6:00AM-5:59PM	Unknown	
Eating or drinking	1.35	2.11	0.00	1.84
Outside person, object, or event	11.03	8.65	22.22	9.54
Adjusting radio, cassette, or CD	6.19	6.24	11.11	6.25
Other occupants in vehicle	8.51	7.04	0.00	7.50
Moving object in vehicle	1.35	4.23	11.11	3.29
Smoking related	2.90	2.01	0.00	2.30
Talking or listening on cellular phone	25.73	20.02	33.33	22.04
Using device/object brought into vehicle	4.45	5.53	0.00	5.13
Using device/controls integral to vehicle	0.97	2.31	11.11	1.91
Other distraction	14.31	19.92	11.11	17.96
Unknown distraction	22.05	20.62	0.00	20.99
Inattention	1.16	1.31	0.00	1.25
<b>Total %</b>	100.00	100.00	100.00	100.00

**Table 6** presents driver distraction status by injury severity where about 75 percent (1,145) of distracted drivers received a variety of injuries including fatal injuries. Twenty-five percent (375) of distracted drivers received no injuries. As shown in this table, more than 33 percent of distractions resulted in possible injury. Thirty percent of drivers (458) received non-incapacitating injuries followed by 11.32 percent of drivers (172) receiving incapacitating injuries. Ten drivers were fatally injured. We should also keep in mind that 11.32 percent incapacitating injury carries more weight than 30 percent of non-incapacitating injury due to its more severe nature; so is the weight of fatal injury over other types of injuries.

### Driver Distraction Status by Injury Severity

**Table 6**

**2001**

Driver Distraction Status	Injury Severity					Total
	No Injury	Possible Injury	Non-Incapacitating Injury	Incapacitating Injury	Fatal	
Eating or drinking	4	13	6	5	0	28
Outside person, object, or event	50	48	34	13	0	145
Adjusting radio, cassette, or CD	23	33	31	7	1	95
Other occupants in vehicle	23	40	40	10	1	114
Moving object in vehicle	9	14	14	12	1	50
Smoking related	11	10	11	3	0	35
Talking or listening on cellular phone	86	109	107	32	1	335
Using device/object brought into vehicle	20	24	23	10	1	78
Using device/controls integral to vehicle	4	17	6	2	0	29
Other distraction	57	95	88	31	2	273
Unknown distraction	86	93	92	45	3	319
Inattention	2	8	5	2	0	17
Report not legible	0	1	1	0	0	2
<b>Total</b>	375	505	458	172	10	1,520
<b>% of Total</b>	24.67	33.22	30.13	11.32	0.66	100.00

Given that we have assigned higher weight to severe injuries, drivers distracted by “eating and drinking,” or “outside person and event,” or “moving object in vehicle” or “cell phone use” were overrepresented in the incapacitating injury category (**Table 6A**). Those distracted by “adjusting a radio,” or “other occupants in vehicle,” or “cell phone use,” or “other distractions” were overrepresented in the non-incapacitating injury category. **Table 6A**, shows injuries resulting from “cell phone use,” “other distractions,” and “unknown distractions” were more likely than any other distraction to cause injury across all categories of injury.

### Distribution of Driver Distraction Status within Categories of Injury Severity

Table 6A

2001

Driver Distraction Status	Crash Injury Severity					% of Total
	No Injury	Possible Injury	Non-Incapacitating Injury	Incapacitating Injury	Fatal	
Eating or drinking	1.07	2.57	1.31	2.91	0.00	1.84
Outside person, object, or event	13.33	9.50	7.42	7.56	0.00	9.54
Adjusting radio, cassette, or CD	6.13	6.53	6.77	4.07	10.00	6.25
Other occupants in vehicle	6.13	7.92	8.73	5.81	10.00	7.50
Moving object in vehicle	2.40	2.77	3.06	6.98	10.00	3.29
Smoking related	2.93	1.98	2.40	1.74	0.00	2.30
Talking or listening on cellular phone	22.93	21.58	23.36	18.60	10.00	22.04
Using device/object brought into vehicle	5.33	4.75	5.02	5.81	10.00	5.13
Using device/controls integral to vehicle	1.07	3.37	1.31	1.16	0.00	1.91
Other distraction	15.20	18.81	19.21	18.02	20.00	17.96
Unknown distraction	22.93	18.42	20.09	26.16	30.00	20.99
Inattention	0.53	1.58	1.09	1.16	0.00	1.12
Report not legible	0.00	0.20	0.22	0.00	0.00	0.13
<b>Total %</b>	100.00	100.00	100.00	100.00	100.00	100.00

## Distribution of Driver Distraction Status by Speed Categories

**Table 7**

**2001**

Specific Distractions	Speed at the Time of Crash			
	<=45	45>	Unknown	Total
Eating or drinking	17	8	3	28
Outside person, object, or event	107	10	28	145
Adjusting radio, cassette, CD	56	15	24	95
Other occupant in vehicle	68	17	29	114
Moving object in vehicle	25	13	12	50
Smoking related	23	5	7	35
Talking or listening on cellular phone	211	54	70	335
Using device/object brought into vehicle	46	14	18	78
Using device/controls integral to vehicle	19	6	4	29
Other distraction	191	39	43	273
Unknown distraction	211	34	74	319
Inattention	15	1	1	17
Report not legible	1	0	1	2
<b>Total</b>	990	216	314	1,520
<b>% of Total</b>	65.13	14.21	20.66	100.00

## Rate of Distribution of Driver Distraction Status within Categories Speed

**Table 7A**

**2001**

Specific Distractions	Speed at the Time of Crash			
	<=45	45>	Unknown	Total
Eating or drinking	1.72	3.70	0.96	1.84
Outside person, object, or event	10.81	4.63	8.92	9.54
Adjusting radio, cassette, CD	5.66	6.94	7.64	6.25
Other occupant in vehicle	6.87	7.87	9.24	7.50
Moving object in vehicle	2.53	6.02	3.82	3.29
Smoking related	2.32	2.31	2.23	2.30
Talking or listening on cellular phone	21.31	25.00	22.29	22.04
Using device/object brought into vehicle	4.65	6.48	5.73	5.13
Using device/controls integral to vehicle	1.92	2.78	1.27	1.91
Other distraction	19.29	18.06	13.69	17.96
Unknown distraction	21.31	15.74	23.57	20.99
Inattention	1.52	0.46	0.32	1.12
Report not legible	0.10	0.00	0.32	0.13
<b>Total %</b>	100.00	100.00	100.00	100.00

Overall, more than 65 percent of distracted drivers had speed equal to or below 45 miles per hour at the time of crash (**Table 7**). However, when driver distraction status is distributed within categories of speed, certain categories of distraction tended to occur at a higher percentage above 45 miles per hour speed. For example, “eating or drinking,” “adjusting a radio,” “other occupants in vehicle,” moving object in vehicle,” “talking on a cell phone,” and “device brought into vehicle” were distractions that occurred at higher percentage above 45 miles per hour speed (**Table 7A**).

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