In the United States, approximately 20 percent of reported crashes involve driver distractions. Experiments have indicated drivers are more likely to get distracted when perceived risk (speed, task difficulty) is relatively easy. However, little is known when drivers are likely to get distracted in real driving settings. To reveal relationships (limited to correlations) between cell phone handling frequency in relation to driving speed and posted speed limits in an unobtrusive manner.

This study approached the characteristics of driver distractions through phone handling events in relation to driving speed and using naturalistic driving data. The results (slower speed ⇛ higher phone handling rate) was in line with existing hypotheses and experiments. Because this was a correlational study, the results do not indicate causation, but it was valuable that the authors observed the same trend in a natural driving environment.

Methodological Limitations
- While aggregated PHR is meaningful as a relative value, the absolute values of PHR may not necessarily indicate the absolute frequency of the phone handling events by drivers because:
  - The Exposure Dataset and Distraction Dataset did not distinguish passengers from drivers; and
  - Authors considered this effect was negligible as an aggregated trend. The average vehicle occupancy rate is 1.7 persons/car in the United States.
- SAFE 2 SAVE users can be inherently "safety-prone" individuals.

Conclusions
- Road users were more likely to pick up cell phones at a slower driving speed.
- Within the same posted speed limit, phone handling events were more likely to happen when the vehicle was moving slower than the speed limit.

The reasons behind these two observations remain unknown. Further geospatial analysis (e.g., road types, urban vs. rural) could reveal more insights.

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