

Traffic Crashes in Fort Collins and How To Avoid Them

Human Resources “Knowledge Pot”

July 27, 2011



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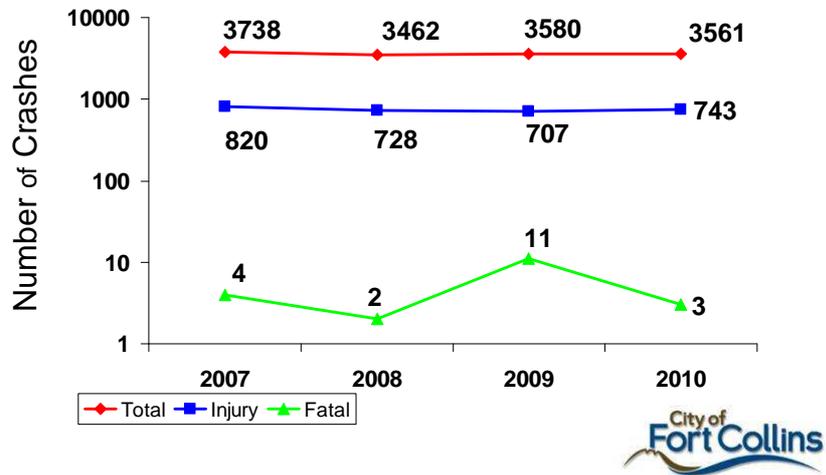
Purpose

- Identify Traffic Crash Types
- Learn about Errors that Lead to Crashes
- Discuss Techniques to Avoid Common Crashes



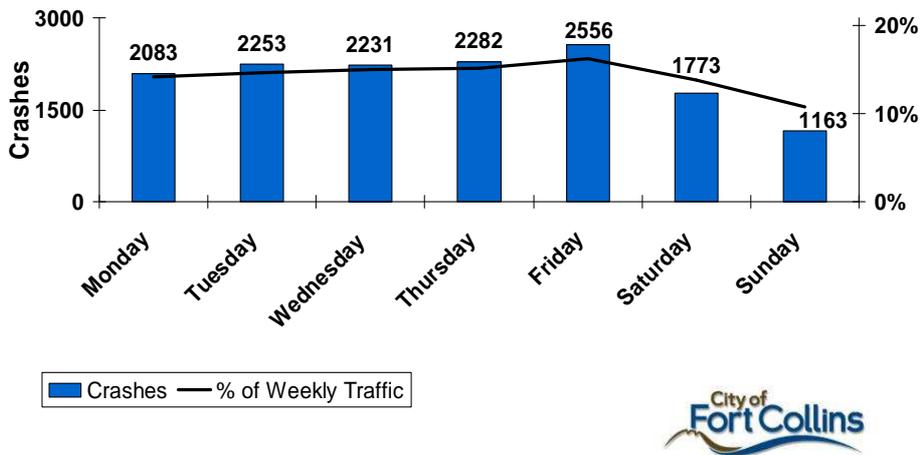
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Total Crashes, 2007 – 2010



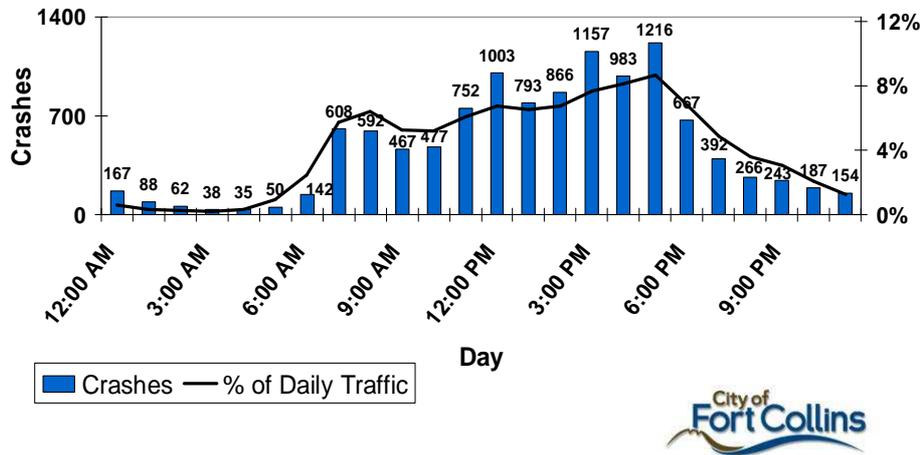
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Crashes by Day of the Week



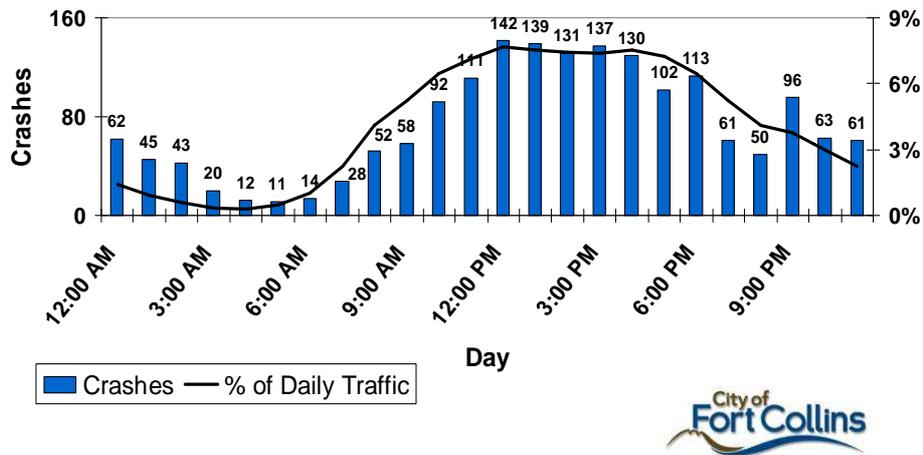
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Crashes by Time of Day, Monday - Friday



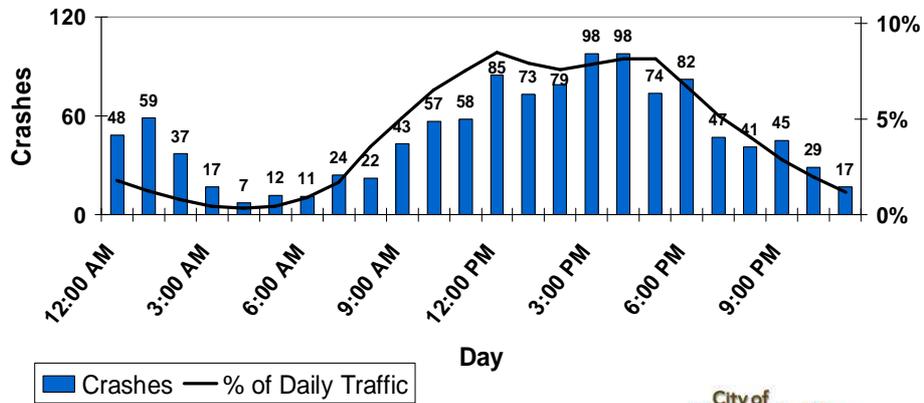
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Crashes by Time of Day, Saturday



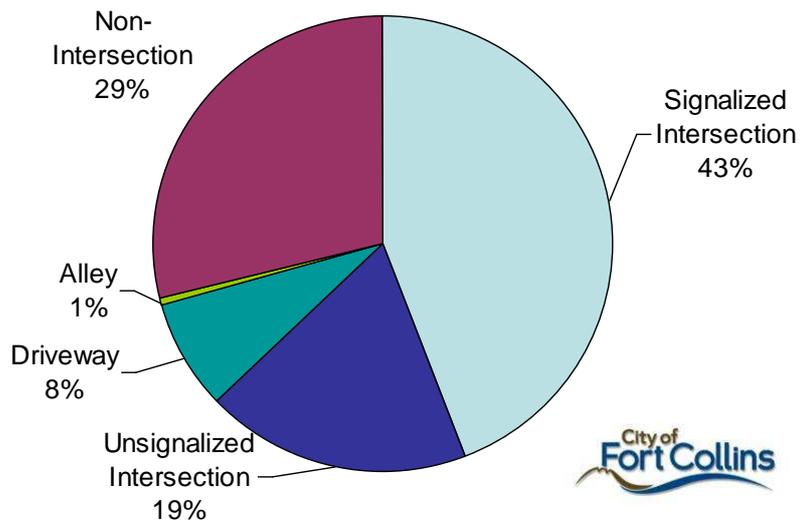
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Crashes by Time of Day, Sunday



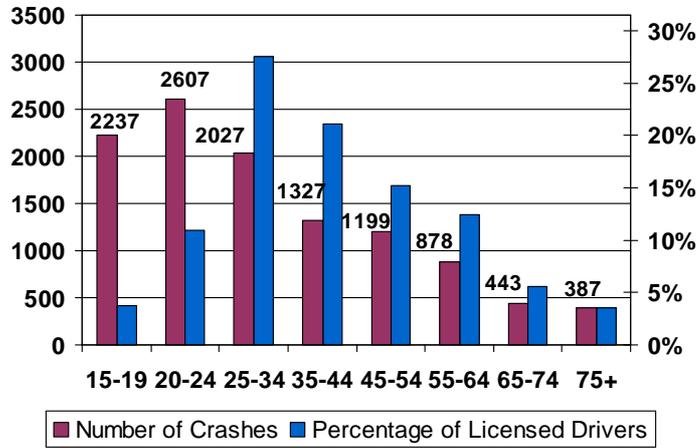
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Crashes by Location



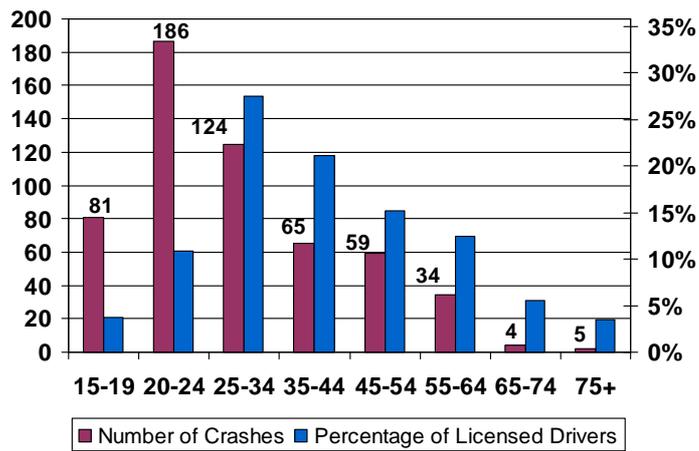
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Crashes by Age



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DUI Crashes by Age



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What Causes Crashes? INATTENTION!



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INATTENTION

- Inattention is the direct or underlying cause of most crashes.
- When you're driving a car, DRIVING should be your #1 priority and main focus.
- Improving concentration and reducing distractions are the biggest changes that most experienced drivers could make to improve their driving



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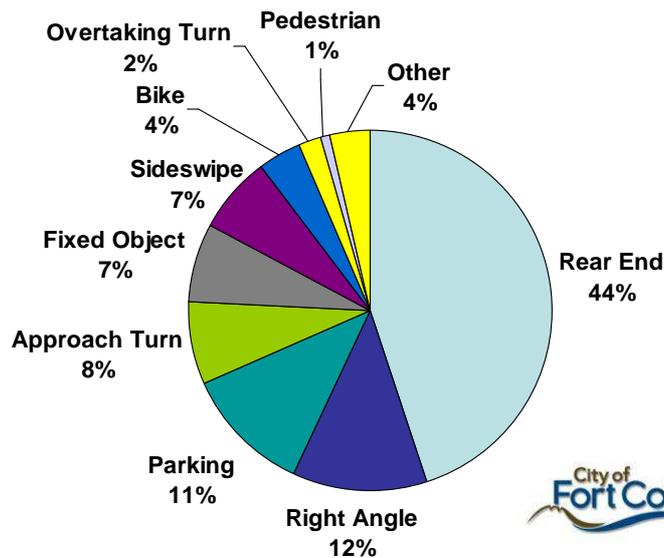
INATTENTION

- Cell phones are only one of many distractions
- Some others include:
 - Adjusting audio controls
 - Eating/Drinking
 - Smoking
 - Reading/Writing
 - Grooming
 - Babies/Children
 - Other vehicle controls (a.c., heat etc.)
 - External distractions (rubber necking)



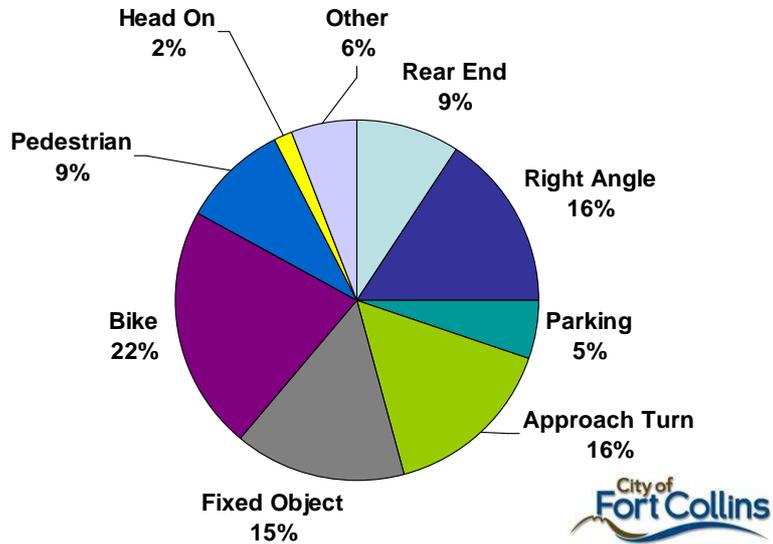
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Crashes by Type



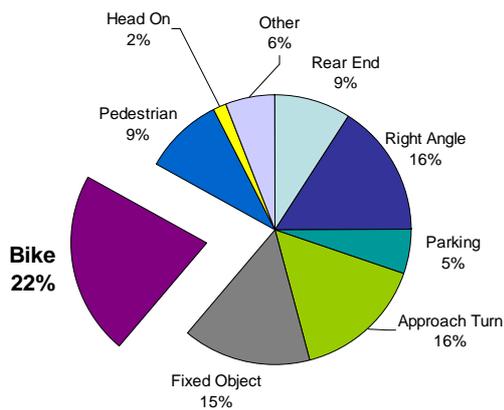
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Severe Injury/Fatal Crashes by Type



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Bicycle Crashes

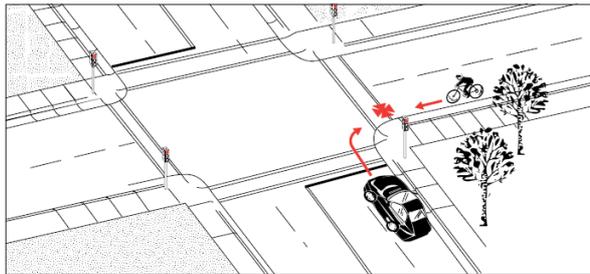


- Number of Bike Crashes has Remained Steady the Past Four Years
- 15 – 34 Year Old Bicyclists are Overrepresented in Bike Crashes

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Bicycle Crashes

- 83% of bicycle crashes occurred at intersections. Most involved right of way violations by motorists and/or bicyclists



- 36% of bike crashes involved bikes riding against traffic (usually from the sidewalk) conflicting with cross street vehicles



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Bicycle Crashes

Bicyclists

- Don't ride against traffic
- Avoid riding on the sidewalk. If necessary slow to walking speed to cross intersections, driveways, alleys etc.
- Obey rules of the road

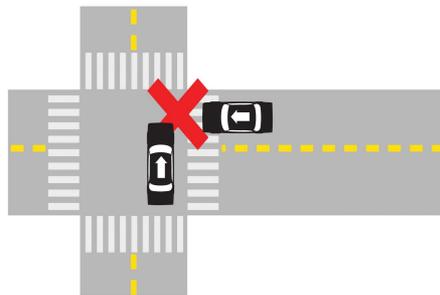
Motorists

- Check to the right even when turning right
- "See" bicyclists at intersections
- Obey rules of the road



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Right Angle Crashes



- 65% of Right Angle Crashes Occurred at Unsignalized Intersections

- 28% of Right Angle Crashes Involved Red Light Running at Signals



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Right Angle Crashes

Failure to Yield at Unsignalized Intersections

Most broadside accidents occur after stopping at a STOP sign



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Right Angle Crashes

Failure to Yield at Unsignalized Intersections



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Right Angle Crashes

Failure to Yield at Unsignalized Intersections

- Crossing or making a left turn from a STOP at a busy cross street is one of the most challenging tasks for drivers.
 - Be patient, don't take risks due to long delays
 - Consider turning right instead of left if your patience is wearing thin
 - Plan alternate routes to avoid difficult intersections



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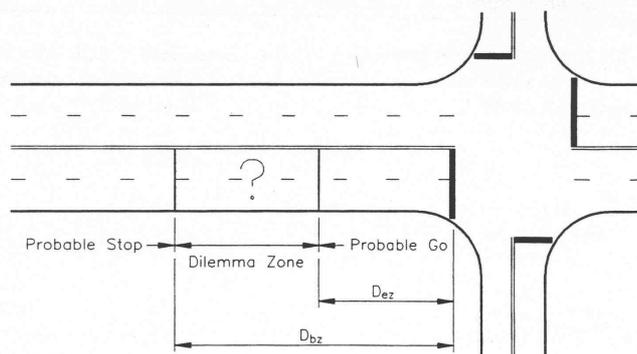
Right Angle Crashes Red Light Running

- High speed approaches to signalized intersections cause special problems



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Dilemma Zone Boundaries on a Typical Intersection Approach.



D_{bz} = distance to the beginning of the dilemma zone

D_{ez} = distance to the end of the dilemma zone

Right Angle Crashes

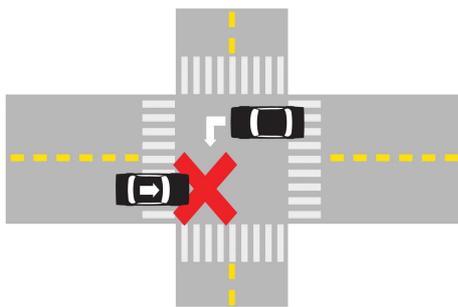
Red Light Running

- On high speed approaches let off the accelerator in anticipation of a yellow light
- Remember that rain and snow increase stopping distances and adjust your speed and decisions accordingly
- If stopped at a red light be aware of red light running potential before proceeding



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Approach Turn Crashes



- 75% of Approach Turn Accidents Occurred at Signalized Intersections



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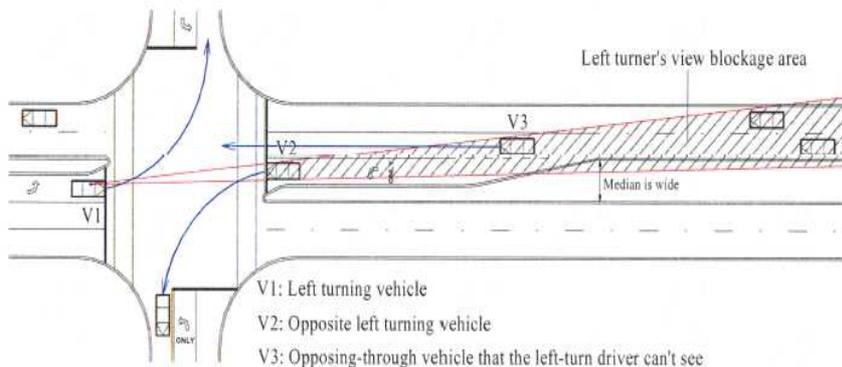
Approach Turn Crashes

- Many approach turn accidents occur when the signal turns yellow
- Avoid this type of accident by making sure that oncoming traffic is stopping before making your turn
- It is legal to be in an intersection on a red light – wait as long as necessary before completing your turn
- If approaching an intersection and someone in the opposite direction is turning left, err on the side of caution if the light turns yellow. Don't trust that they'll wait.



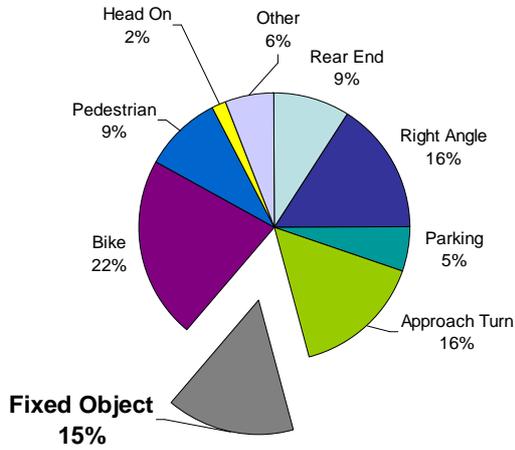
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Approach Turn Crashes



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Fixed Object Crashes



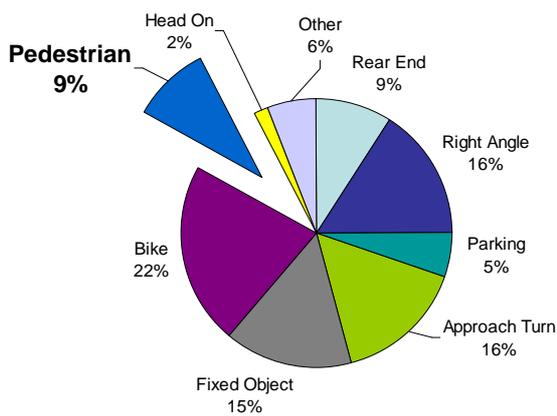
- Utility Poles, Curbs, Medians, Traffic Signs, Fences and Trees are Most Commonly Hit

- Alcohol Plays a Large Role in Fixed Object Crashes



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Pedestrians



- Pedestrians 15 – 19 Years Old are Nearly Twice as Likely as Expected to be Involved in Crashes

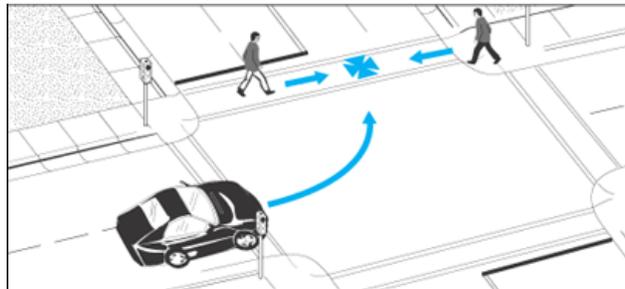
- 81% of Serious Injury/Fatal Crashes Occur at Night



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Pedestrians

- Motorists Failing to Yield at Intersections Account for 46% of Pedestrian Crashes



- Pedestrians Darting Out or Failing to Yield Account for 69% of Severe Injury/Fatal Crashes



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Pedestrian Crashes

Pedestrians

- Don't assume motorists see you (especially at night and at busy intersections)
- Watch for turning vehicles at intersections. Wait if necessary even if you have the right of way. Make eye contact.

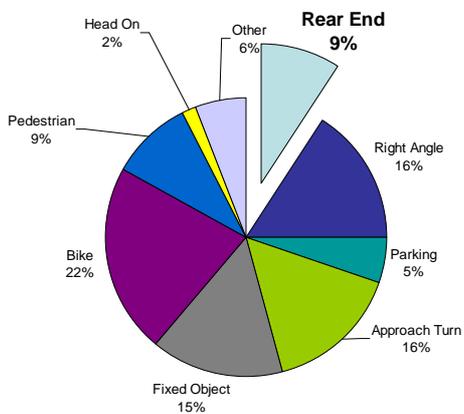
Motorists

- Look along your turning path (left or right) for pedestrians



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Rear End Crashes



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Rear End Crashes Avoid Rear Ending Someone

- Keep a safe following distance and be prepared to stop
- Pay Attention!



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Rear End Crashes

Avoid Getting Rear Ended

- Don't stop suddenly – know where you're going
- Pay attention and plan your turns in advance
- Use turn signals – turn on your signal BEFORE you put on your brakes to slow down
- Make your turn quickly (provided it is safe to do so – watch for pedestrians)



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Rear End Crashes

Avoid Getting Rear Ended

- Don't encourage tailgating
 - Stay with the flow of traffic
 - Keep right as necessary to allow faster traffic to pass
 - If someone is following too close take extra precautions when slowing or turning
 - Signal for longer periods of time
 - Slow more gradually
 - Tap your brakes repeatedly to flash your brake lights while slowing



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Other Tips

- **Wear your seatbelt**
 - The evidence is indisputable that wearing your seatbelt substantially reduces your chances of injury or death if you are involved in an accident
- **Helmets for motorcyclists**
 - Evidence supporting the safety benefit of helmets for motorcyclists, while not as strong as for seatbelts, still suggests a benefit to wearing a helmet



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Questions?



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