

## **ALBERTA TRAFFIC COLLISION FACTS REGION 2 – Palliser Region 2007**

The purpose of this report is to provide an overview of the “who”, “what”, “when”, “where”, “why”, and “how” of traffic collisions which occurred in Palliser Region during 2007. Although the report is general in nature, it pays particular attention to casualty collisions, that is, those collisions that result in death or injury.

We are providing this report to support you in rolling out the Alberta Traffic Safety Plan at the community level. The priority goals of the Plan are to reduce collision fatalities and injuries by addressing:

- Seat belt and child safety seat use for all vehicle occupants;
- Speeding
- Intersection safety; and
- Impaired driving.

In connection to the top priorities of the TSAP this report also includes collision information regarding restraint use of collision-involved individuals, intersection related casualty collisions, speed-related casualty collisions and alcohol-involved casualty collisions in your region.

The information in this fact sheet will also allow you to look at your region in relation to the province as a whole. The provincial Collision Facts report and the Alberta Annual Traffic Collision Statistics report are posted on our web site at: [www.transportation.alberta.ca/3121.htm](http://www.transportation.alberta.ca/3121.htm).

# ALBERTA TRAFFIC COLLISION FACTS

## REGION 2 – Palliser Region

### 2007

#### WHAT HAPPENED ON PALLISER'S ROADWAYS IN 2007?

##### During 2007...

- 14 people were killed as a result of traffic collisions.
- 744 people were injured in traffic collisions
- A total of 4030 collisions occurred.

##### In 2007 approximately...

- One person was killed every 26 days.
- 2 people were injured daily.
- 11 traffic collisions were reported daily.

#### PALLISER TRAFFIC COLLISIONS 2003-2007

| Severity of Collision              | 2007        | 2006        | 2005        | 2004        | 2003        |
|------------------------------------|-------------|-------------|-------------|-------------|-------------|
| Fatal                              | 13          | 18          | 17          | 17          | 16          |
| Non-Fatal Injury                   | 548         | 600         | 627         | 579         | 670         |
| Property Damage                    | 3469        | 3369        | 2943        | 2716        | 2797        |
| <b>Total Reportable Collisions</b> | <b>4030</b> | <b>3987</b> | <b>3587</b> | <b>3312</b> | <b>3483</b> |
| Number Killed                      | 14          | 21          | 19          | 20          | 19          |
| Number Injured                     | 744         | 870         | 874         | 859         | 985         |
| <b>Total Number of Casualties</b>  | <b>758</b>  | <b>891</b>  | <b>893</b>  | <b>879</b>  | <b>1004</b> |

#### WHO WERE THE VICTIMS?

| Traffic Fatalities (%) |                                   | Traffic Injuries (%) |                                   |
|------------------------|-----------------------------------|----------------------|-----------------------------------|
| 57.1                   | Drivers                           | 61.4                 | Drivers                           |
| 14.3                   | Passengers                        | 26.2                 | Passengers                        |
| 7.1                    | Pedestrians                       | 4.6                  | Pedestrians                       |
| 7.1                    | Bicyclists                        | 1.5                  | Bicyclists                        |
| 7.1                    | Motorcyclists                     | 4.6                  | Motorcyclists                     |
| 7.1                    | Other road user class/unspecified | 1.7                  | Other road user class/unspecified |

#### SPECIAL ROAD USER CLASSES

##### Pedestrians

There were 32 casualty collisions involving pedestrians, resulting in 35 pedestrian casualties. Pedestrian collisions occur throughout the year and were most likely to occur during the afternoon in urban areas. Of pedestrians involved in casualty collisions, one in ten had consumed alcohol before the crash.

##### Motorcycles

There were 36 casualty collisions involving motorcycles. These collisions resulted in 35 motorcyclist casualties. Motorcycle collisions were more likely to occur during the summer months on Saturdays during the afternoon in urban areas. One in ten motorcyclists had consumed alcohol before the crash. In casualty collisions, half of motorcyclists made an improper driving action most commonly running off the road. Approximately nineteen in twenty motorcyclists were wearing a helmet at the time of the crash.

##### Truck Tractors

In 2007, there were 21 casualty collisions involving truck tractors. Truck tractor collisions were likely to occur on Tuesday during the daytime. Three quarters of these collisions were in rural areas. The most common error made by truck tractor drivers was running off the road. Truck tractor drivers were less likely to have consumed alcohol before a crash than all drivers.

##### Bicycles

There were 12 casualty collisions involving bicyclists, resulting in 12 bicyclist casualties. Collisions involving bicyclists tended to occur in summer and fall, on Tuesday and Thursday during the afternoon almost exclusively in urban areas. One third of bicyclists in casualty collisions made an improper driving action. None of the bicyclists had been drinking before the crash. Approximately one third of bicyclists were wearing a helmet at the time of the crash.

## WHEN DID THE COLLISIONS OCCUR?

July saw the most fatal collisions. October recorded the highest number of injury collisions. The highest number of property damage collisions occurred during December. There were more collisions on Friday than any other day of the week. The afternoon rush-hour period accounted for the highest number of crashes.

## WHERE DID THE COLLISIONS OCCUR?

Almost one third of injury collisions occurred at intersections (There were no fatal collisions at intersections in 2007.) Almost three quarters of all collisions occurred in urban areas. In 2007, the top three urban collision locations were Medicine Hat, Brooks and Redcliff with 55%, 12% and 3% of total collisions, respectively.

| Urban (%) |                            | Rural (%) |                            |
|-----------|----------------------------|-----------|----------------------------|
| 0.1       | Fatal Collisions           | 1.1       | Fatal Collisions           |
| 13.1      | Injury Collisions          | 15.0      | Injury Collisions          |
| 86.8      | Property Damage Collisions | 83.9      | Property Damage Collisions |

## WHO WERE THE DRIVERS INVOLVED IN CASUALTY COLLISIONS?

### % Drivers in Casualty Collisions by Age

| Age      | % Drivers in Fatal Crashes | % Drivers in Injury Crashes |
|----------|----------------------------|-----------------------------|
| Under 16 | 6.7                        | 1.9                         |
| 16-17    | 6.7                        | 7.2                         |
| 18-19    | --                         | 6.4                         |
| 20-24    | 26.7                       | 17.4                        |
| 25-34    | 13.3                       | 20.4                        |
| 35-44    | 13.3                       | 18.2                        |
| 45-54    | 20.0                       | 12.5                        |
| 55-64    | 6.7                        | 8.6                         |
| 65+      | 6.7                        | 7.3                         |

## WHAT DRIVER ACTIONS CONTRIBUTED TO CASUALTY COLLISIONS?

Of drivers involved in fatal collisions, over two thirds made an improper action that contributed to the collision. The most common driver error in fatal crashes was running off the road. Half of the drivers in injury collisions committed an improper action; most commonly, following too closely.

## WHAT ABOUT DRINKING AND DRIVING?

Of drivers involved in fatal collisions, 42% had consumed alcohol before the crash, compared to 6% of drivers in injury collisions. Over half of the drinking drivers were males under 35. Alcohol related casualty crashes were most likely to occur in the months of August and November on the weekends and during the evening and early morning hours. 64% of casualty collisions involving drinking drivers occurred in urban areas.

## WHAT ABOUT SEAT BELTS?

The data shows that occupants who were using restraints at the time of the collision were injured less often (13%) than occupants who were not using restraints (39%). Occupants using a restraint reduce the likelihood of sustaining an injury and the severity of injury decreases. Visit <http://www.tc.gc.ca/roadsafety/stats/menu.htm#pqrs> for Transport Canada's latest seat belt use survey results.

## WHAT ABOUT SPEEDING?

In 2007, 17% of drivers involved in casualty collisions were indicated by the police as having been travelling at a speed too great for the given conditions. However, 30% of drivers in fatal collisions were travelling at unsafe speed. Provincially, 13% of drivers involved in casualty collisions and 28% of drivers in fatal collisions were travelling at an unsafe speed. (Note: Unsafe speed applies when the speed was too great under the given conditions [e.g. road, weather and light conditions, traffic density, etc.] Whether or not the driver exceeded a legal speed limit is irrelevant.)

## WHAT ABOUT ROAD AND WEATHER CONDITIONS?

In 2007, over two thirds of casualty collisions occurred when surface conditions were dry. Roughly one in five collisions occurred on a surface condition of snow, slush or ice. Five in six casualty collisions occurred during clear weather conditions.

## DEMOGRAPHICS

|                              | Region               | Alberta                |
|------------------------------|----------------------|------------------------|
| <b>Drivers</b> <sup>1</sup>  | 79,138               | 2,601,517              |
| <b>Vehicles</b> <sup>2</sup> | 99,096               | 2,922,033              |
| <b>Population</b>            | 118,000 <sup>3</sup> | 3,473,984 <sup>4</sup> |

<sup>1</sup>Number of licensed drivers as of December 31, 2007 - Source: Alberta Transportation, Office of Traffic Safety

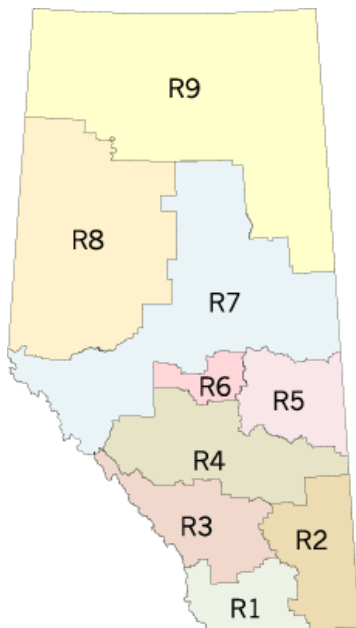
<sup>2</sup>Number of registered motorized vehicles as of December 31, 2007 - Source: Alberta Transportation, Office of Traffic Safety.

<sup>3</sup>Source: Palliser Health Region

<http://www.palliserhealth.ca/About-Us.html>

<sup>4</sup>July 1, 2007 - Source: Stats Canada

## WHERE ARE THE REGIONS?



Region 1 - Chinook Region

**Region 2 - Palliser Region**

Region 3 - Calgary Region

Region 4 - David Thompson Region

Region 5 - East Central Region

Region 6 - Capital Region

Region 7 - Aspen Region

Region 8 - Peace Country Region

Region 9 - Northern Lights Region