

ALBERTA TRAFFIC COLLISION FACTS REGION 7 – Aspen West 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 Aspen West 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.

ALBERTA TRAFFIC COLLISION FACTS

REGION 7 – Aspen West Region

2007

WHAT HAPPENED ON ASPEN WEST'S ROADWAYS IN 2007?

During 2007...

- 22 people were killed as a result of traffic collisions.
- 639 people were injured in traffic collisions
- A total of 3756 collisions occurred.

In 2007 approximately...

- One person was killed every 17 days.
- 2 people were injured daily.
- 10 traffic collisions were reported daily.

ASPEN WEST TRAFFIC COLLISIONS 2003-2007

Severity of Collision	2007	2006	2005	2004	2003
Fatal	21	25	20	17	18
Non-Fatal Injury	428	452	371	406	402
Property Damage	3307	3467	2974	2495	2386
Total Reportable Collisions	3756	3944	3365	2918	2806
Number Killed	22	25	27	20	22
Number Injured	639	638	533	599	632
Total Number of Casualties	661	663	560	619	654

WHO WERE THE VICTIMS?

Traffic Fatalities (%)		Traffic Injuries (%)	
54.5	Drivers	55.6	Drivers
22.7	Passengers	33.8	Passengers
13.6	Pedestrians	3.3	Pedestrians
--	Bicyclists	1.3	Bicyclists
4.5	Motorcyclists	2.5	Motorcyclists
4.5	Other road user class/unspecified	3.6	Other road user class/unspecified

SPECIAL ROAD USER CLASSES

Pedestrians

There were 24 casualty collisions involving pedestrians, resulting in 24 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 quarter had consumed alcohol before the crash.

Motorcycles

There were 18 casualty collisions involving motorcycles. These collisions resulted in 17 motorcyclist casualties. Motorcycle collisions were more likely to occur during the summer months throughout the week during the afternoon and evening in urban areas. One in seven motorcyclists had consumed alcohol before the crash. In casualty collisions, one in eight motorcyclists made an improper driving action. More than four in five motorcyclists were wearing a helmet at the time of the crash.

Truck Tractors

In 2007, there were 33 casualty collisions involving truck tractors. Truck tractor collisions were likely to occur in winter throughout the week 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 eight casualty collisions involving bicyclists, resulting in eight bicyclist casualties. Collisions involving bicyclists occurred in urban areas. One in seven bicyclists had been drinking before the crash. One in five bicyclists were recorded as wearing a helmet at the time of the crash.

WHEN DID THE COLLISIONS OCCUR?

October and November saw the most fatal collisions. January recorded the highest number of injury collisions. The highest number of property damage collisions occurred during November. 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?

Nearly 10% of fatal collisions and over 15% of injury collisions occurred at intersections. More than half of all collisions occurred in rural areas. In 2007, the top three urban collision locations were Whitecourt, Edson and Hinton with 10%, 9% and 8% of total collisions, respectively.

Urban (%)		Rural (%)	
0.3	Fatal Collisions	0.8	Fatal Collisions
9.7	Injury Collisions	12.9	Injury Collisions
90.0	Property Damage Collisions	86.4	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	--	0.3
16-17	3.3	4.6
18-19	3.3	7.2
20-24	20.0	16.1
25-34	20.0	23.8
35-44	30.0	19.5
45-54	10.0	14.0
55-64	10.0	8.5
65+	3.3	6.0

WHAT DRIVER ACTIONS CONTRIBUTED TO CASUALTY COLLISIONS?

Of drivers involved in fatal collisions, nearly three in 5 made an improper action that contributed to the collision. The most common driver error in fatal crashes was running off the road. Over two in five of the drivers in injury collisions committed an improper action; most commonly, running off the road.

WHAT ABOUT DRINKING AND DRIVING?

Of drivers involved in fatal collisions, 32% 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 summer months on the weekends and during the evening and early morning hours. 73% of casualty collisions involving drinking drivers occurred in rural areas.

WHAT ABOUT SEAT BELTS?

The data shows that occupants who were using restraints at the time of the collision were injured less often (17%) than occupants who were not using restraints (67%). 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, 18% 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, 40% 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 half of casualty collisions occurred when surface conditions were dry. Almost one in three collisions occurred on a surface condition of snow, slush or ice. Over three quarters of casualty collisions occurred during clear weather conditions.

DEMOGRAPHICS

	Region ⁵	Alberta
Drivers ¹	132,066	2,601,517
Vehicles ²	168,255	2,922,033
Population	184,000 ³	3,473,984 ⁴

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

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

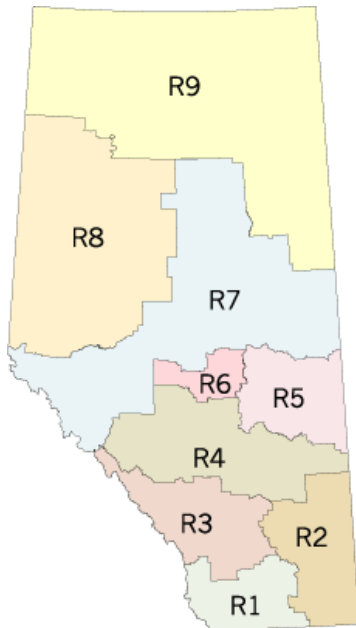
³Source: Aspen Health Region

<http://www.aspenrha.ab.ca/Default.aspx?cid=50&lang=1>

⁴July 1, 2007 - Source: Stats Canada

⁵Demographics are for the entire Aspen region.

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