

Koriyama City Safe Community Steering Committee

Traffic Safety Task Force Activity Report



Presenter: Kenji Abe, Chair

Reasons for creating Traffic Safety Task Force (1)

Traffic accident deaths rank second place in various age groups.

Number of deaths by causes other than illness Total of deaths between FY2009 and 2015

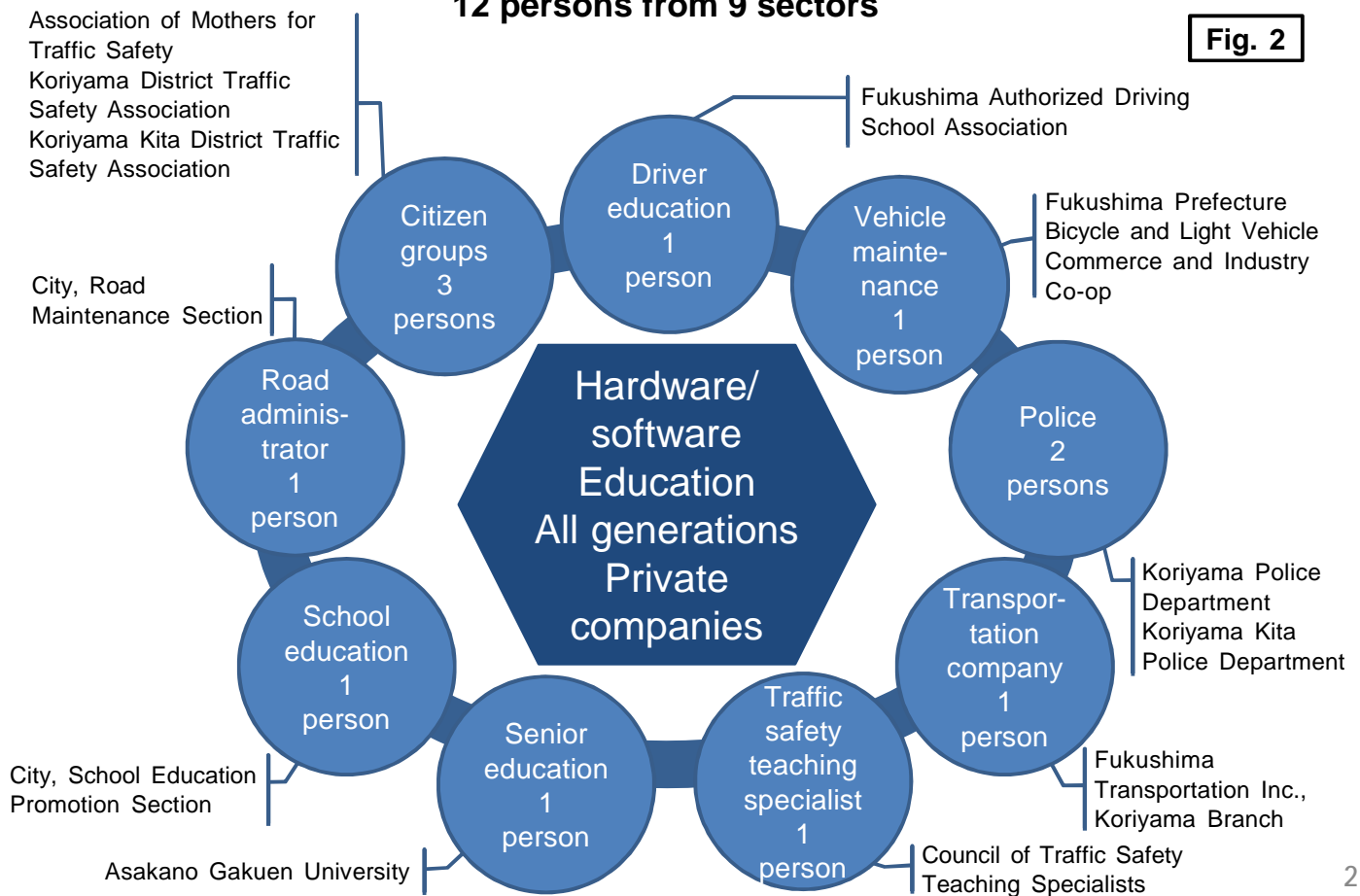
Fig. 1

Age group	1st place		2nd place		3rd place	
Ages 0-9	Suffocation	3 people	Traffic accident	2 people	Falls/tumbles	1 person
Ages 10-19	Suicide	10 people	Drowning/near-drowning	2 people	Traffic accidents result in death as age of victim increases	
Ages 20-29	Suicide	70 people	Traffic accident	4 people		
Ages 30-39	Suicide	70 people	Traffic accident	7 people		
Ages 40-49	Suicide	92 people	Traffic accident	9 people		
Ages 50-59	Suicide	106 people	Traffic accident	17 people	Poisoning	2 people
Ages 60-69	Suicide	78 people	Traffic accident	18 people	Suffocation	5 people
Ages 70-79	Suicide	47 people	Traffic accident	21 people	Drowning	9 people
Ages 80-89	Suffocation	96 people	Suffocation	35 people	Suffocation	16 people
Age 90 and older	Suffocation	46 people	Falls/tumbles	39 people	Traffic accident	32 people
Total	Suffocation	511 people	Falls/tumbles	19 people	Drowning/near-drowning	33 people
					Suicide	33 people
					Drowning/near-drowning	7 people
					Traffic accident	132 people

Composition of Traffic Safety Task Force

12 persons from 9 sectors

Fig. 2



History of activities (1)

Fig. 3

Session	Date	Purpose	Outline of activity
1	July 8	Training, confirmation of data	<ul style="list-style-type: none"> Safe Community training Confirmation of data from FY2014 community diagnosis
2	August 4	Study of subjective challenges	<ul style="list-style-type: none"> Study of each member's subjective challenges
3	September 15	Study of objective challenges	<ul style="list-style-type: none"> Understanding characteristics of injuries and accidents from data
4	October 13	Extraction of priority challenges	<ul style="list-style-type: none"> Confirmation of problem categories and relation to data
5	November 10	Extraction of priority challenges	<ul style="list-style-type: none"> Positioning of challenge priority
6	December 14	Study of direction and targets	<ul style="list-style-type: none"> Study of environment, education, and restrictions
7	January 18	Review of actual measures	<ul style="list-style-type: none"> Confirmation of current measures, their use and improvements Study of new partnership and cooperation
8	February 15		

History of activities (2)

Fig. 4

Session	FY2016	Purpose	Outline of activity
9	May 23	Study of actual measures	<ul style="list-style-type: none"> • Modifications to utilize existing programs • Study of new partnership and cooperation
10	June 7		
11	July 12	Study of actual measures and additional data	<ul style="list-style-type: none"> • Study of activity indicator and performance indicator • Identification of insufficient data
12	August 4		
13	October 27		
Preliminary guidance	November 8 to 9	Activity report, advice from examiners	
14	November 25	<ul style="list-style-type: none"> • Review of preliminary guidance • Exchange of opinions with Shoshi High School students 	<ul style="list-style-type: none"> • Confirmation of advice, study of response • Opinions about traffic safety during commute to/from school
15	December 8	Review of preliminary guidance	<ul style="list-style-type: none"> • Confirmation of advice, study of response
16	January 11		
17	January 19	Study of actual measures and additional data	<ul style="list-style-type: none"> • Preparation of Traffic Accident Hotspot Intersection Map • Confirmation of partnership with Child Safety Task Force • Preparation of Traffic Accident Hotspot Intersection Map
18	February 14		
19	March 10		

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History of activities (3)

Fig. 5

Session	FY2017	Purpose	Outline of activity
20	May 18	Study of performance indicators	<ul style="list-style-type: none"> • Study of performance indicators and performance indicators
21	June 15	Study of performance indicators	<ul style="list-style-type: none"> • Study of survey details
22	July 3	Study of actual measures	<ul style="list-style-type: none"> • Preparation of leaflet to promote voluntary return of driver's license by the elderly
23	July 31	Confirmation of performance indicators	<ul style="list-style-type: none"> • Analysis of survey results
24	August 23	Study of actual measures	<ul style="list-style-type: none"> • Study of creating poster of Traffic Accident Hotspot Intersection Map
25	September 21	Study of actual measures	<ul style="list-style-type: none"> • Re-confirmation of traffic accident data
26	October 27	Report at Promotion Council	<ul style="list-style-type: none"> • Report on activities related to program
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Subjective studies

2nd Task Force meeting



Workshop was held. Members shared subjective opinions.

Subjective challenges and problems raised at this point - Main challenges are listed

Fig. 6

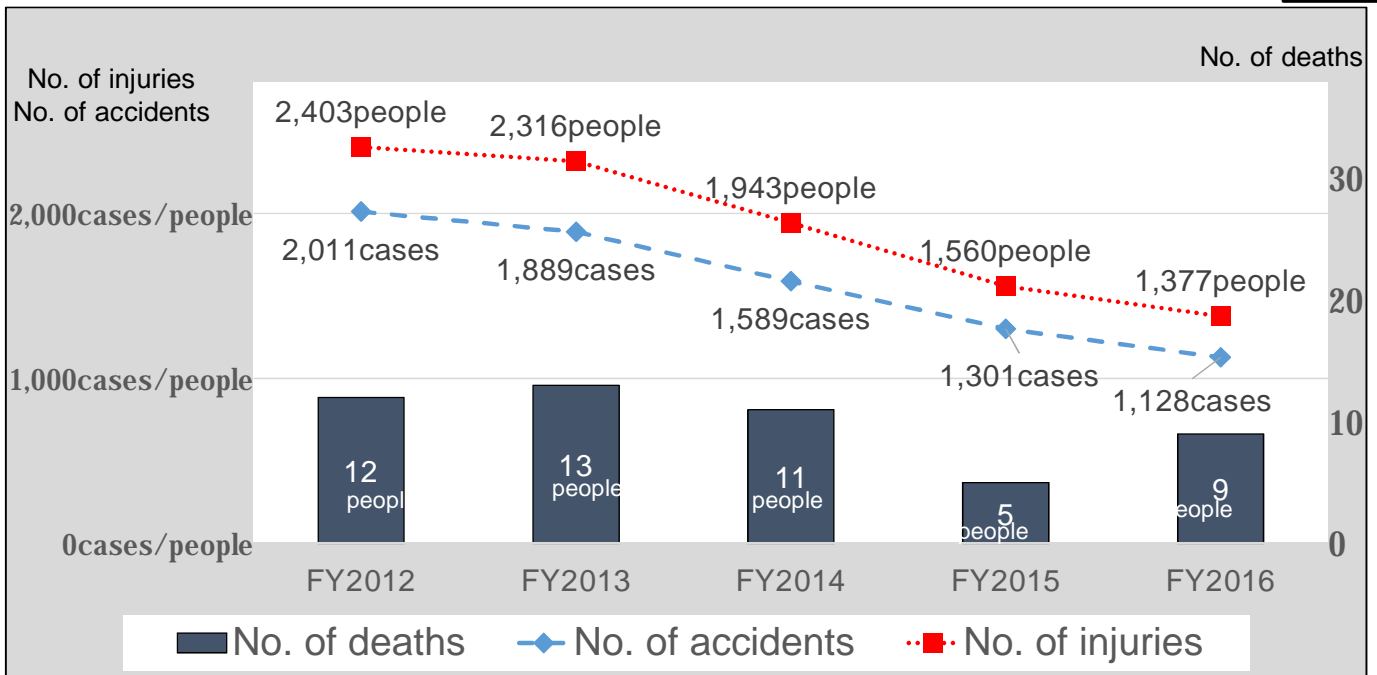
Automobile driver's manners are bad	Concerns about elderly drivers; many accidents
Bicycle rider's manners are bad	High frequency of traffic accidents in morning and evening
White road lines are not visible in some places	Drivers not using turn signal, or are late to signal
Increase call-outs for traffic safety for elderly people	Drivers using cell phones while driving are seen

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Trends of traffic accidents (1) 10-year transition in Koriyama City

Traffic accidents (resulting in injury or death) are on the decline in Koriyama City.

Fig. 7



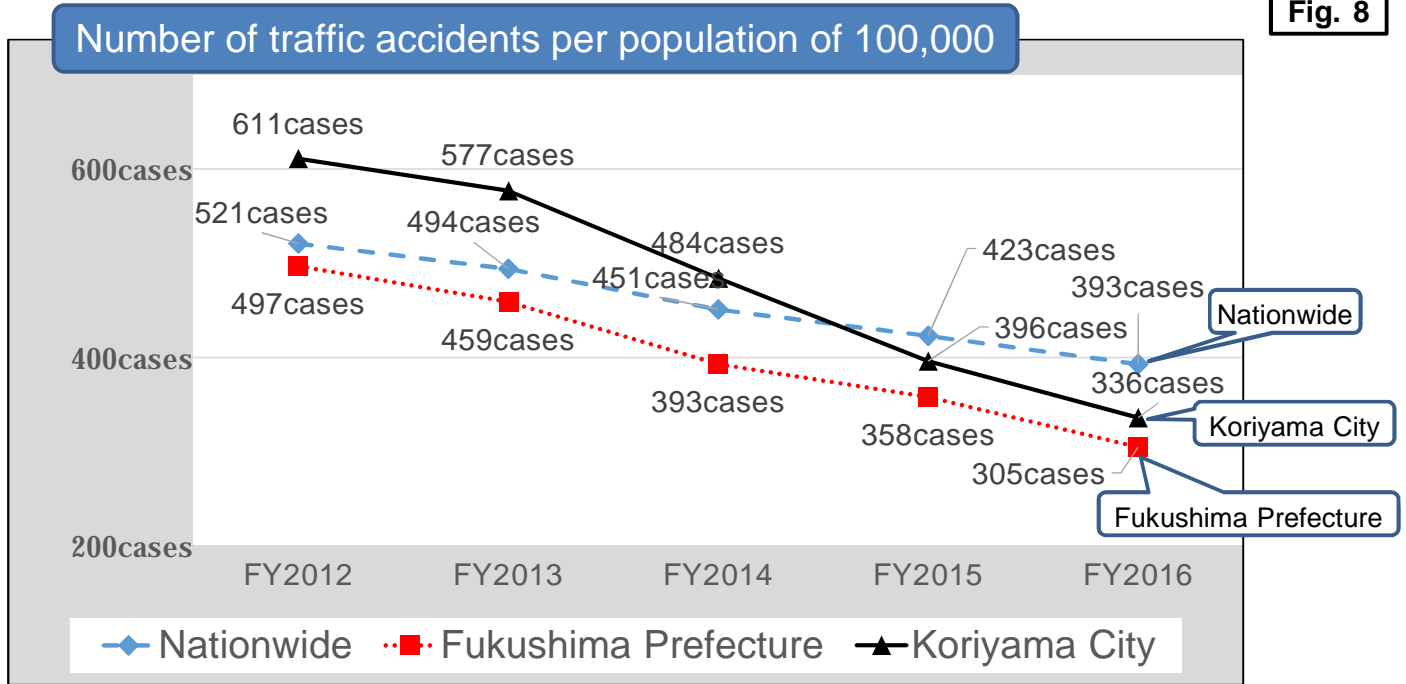
Source: Koriyama Police Department, Koriyama Kita Police Department
"White Papers on Traffic Safety FY2012 to 2016"

Traffic accidents have been on the decline in Koriyama City with a 44% drop from 2,011 cases in FY2012 to 1,128 cases in FY2016.

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Trends of traffic accidents (2) Comparison of Koriyama City with Fukushima Prefecture and nationwide levels

Fig. 8



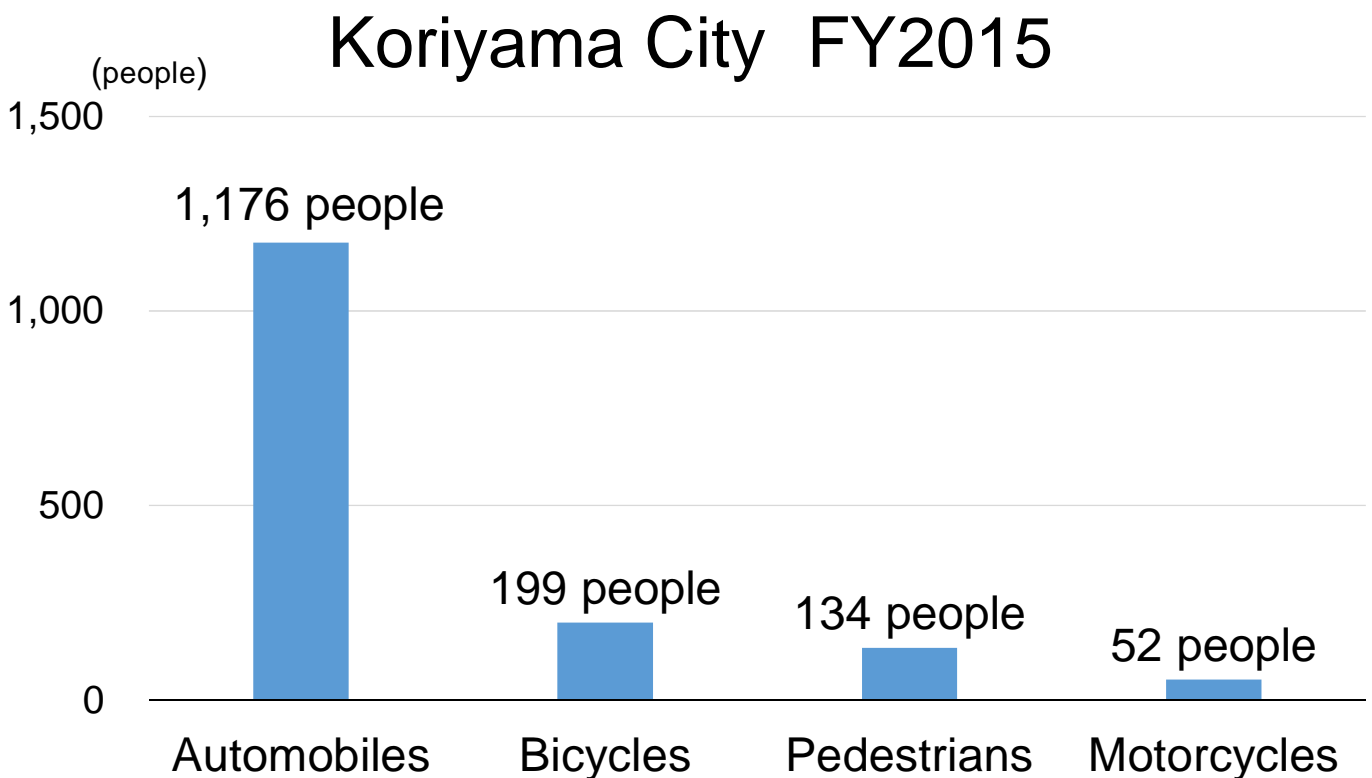
Source: National Police Agency, Koriyama Police Department, Koriyama Kita Police Department "White Paper on Traffic Safety"

Until FY2014, Koriyama City had more accidents than nationwide and Fukushima Prefecture levels, but had fewer accidents than nationwide in FY2015.

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Trends of traffic accidents (3) Number of casualties by parties concerned

Fig. 9



Source: FY2015 White Paper on Traffic Safety (Fukushima Prefecture, Fukushima Prefecture Police Headquarters)

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Trends of traffic accidents (4) Characteristics of traffic accidents in Koriyama City

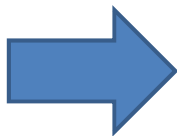
Traffic accidents in Koriyama City has several characteristics that have a higher rate than Fukushima Prefecture.

Fig. 10

No	Characteristics	Within Koriyama Police Department jurisdiction	Fukushima Prefecture
1	Rate of accidents <u>inside intersection</u> is high	44.8%	35.6%
2	Rate of accidents by <u>youth drivers</u> is high	17.2%	15.9%
3	Rate of persons injured while riding <u>bicycle</u> is high	14.7%	10.2%
4	Rate of <u>nighttime accidents</u> is high	31.3%	27.6%
5	Rate of <u>head-on collisions</u> is high	32.0%	25.5%

Source: National Police Agency, Koriyama Police Department "FY2015 White Paper on Traffic Safety", Characteristics of traffic accidents

The Task Force members had common experiences with the five characteristics.



They had close-call accidents with bicycles ridden by senior high school students.

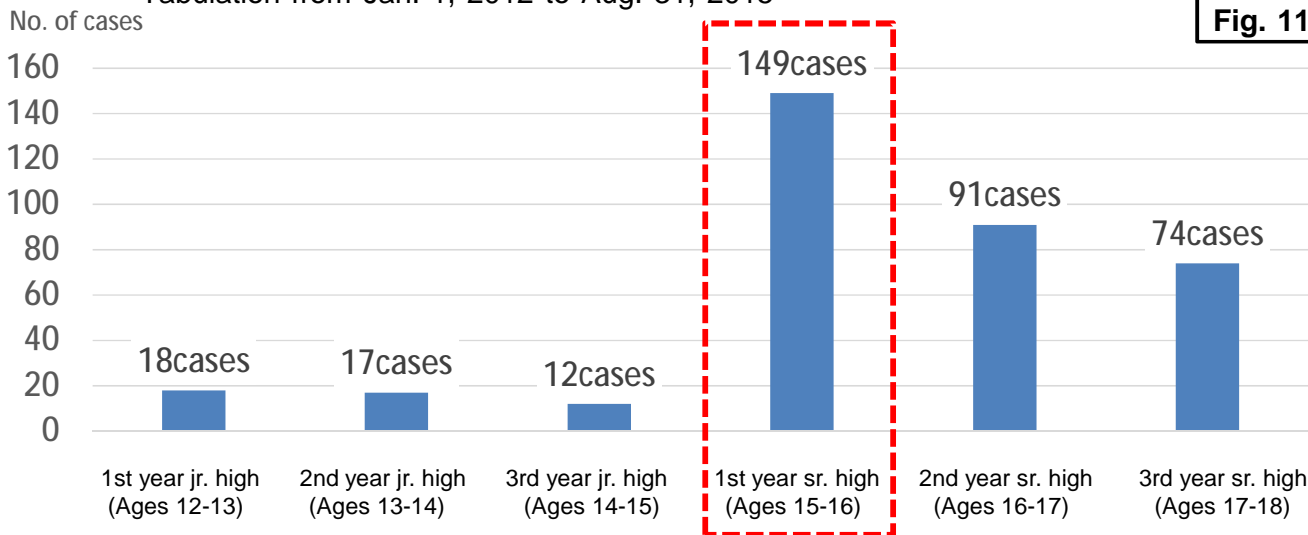
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Trends of traffic accidents (5) Age groups with high rate of bicycle accidents (Koriyama City)

Bicycle accidents in Koriyama City (number of accidents involving jr. high and sr. high students)

Tabulation from Jan. 1, 2012 to Aug. 31, 2015

Fig. 11



Source: Koriyama Police Department "Bicycle accidents involving elementary to sr. high students"

The number increases greatly for accidents involving 1st year sr. high students, and then gradually declines.

Main methods of commuting to school in Koriyama City
 Jr. high Mostly walking
 Sr. high Mostly bicycle

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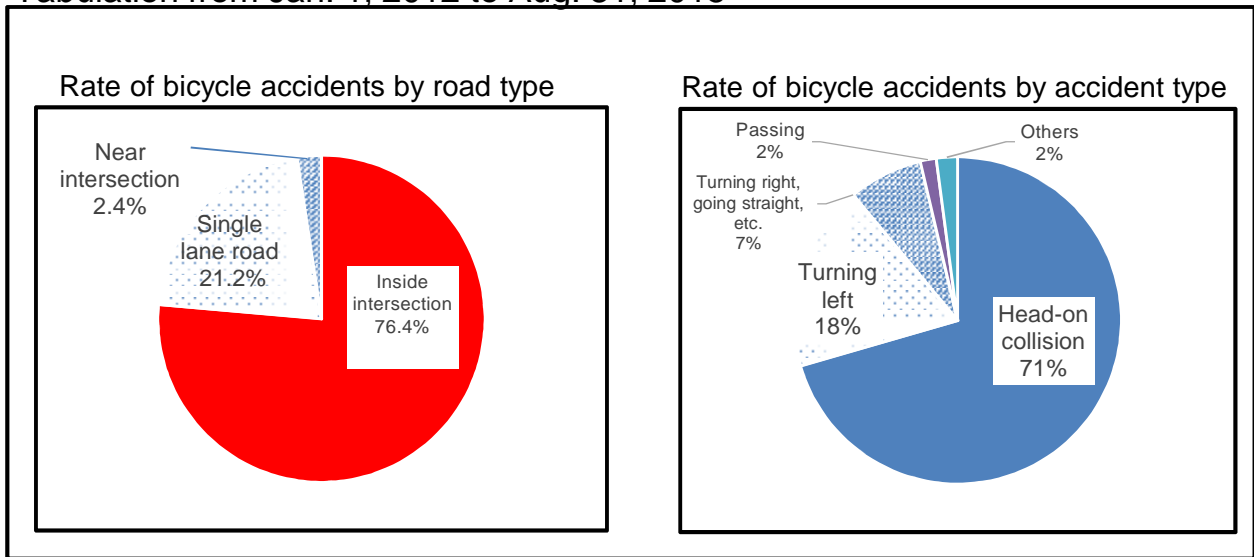
Trends of traffic accidents (6)

Characteristics of bicycle accidents involving jr. high and sr. high students (Koriyama City)

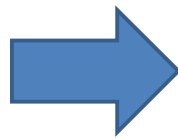
Bicycle accidents in Koriyama City (number of accidents involving jr. high and sr. high students)

Tabulation from Jan. 1, 2012 to Aug. 31, 2015

Fig. 12



There are many accidents inside intersections
There are many head-on collisions

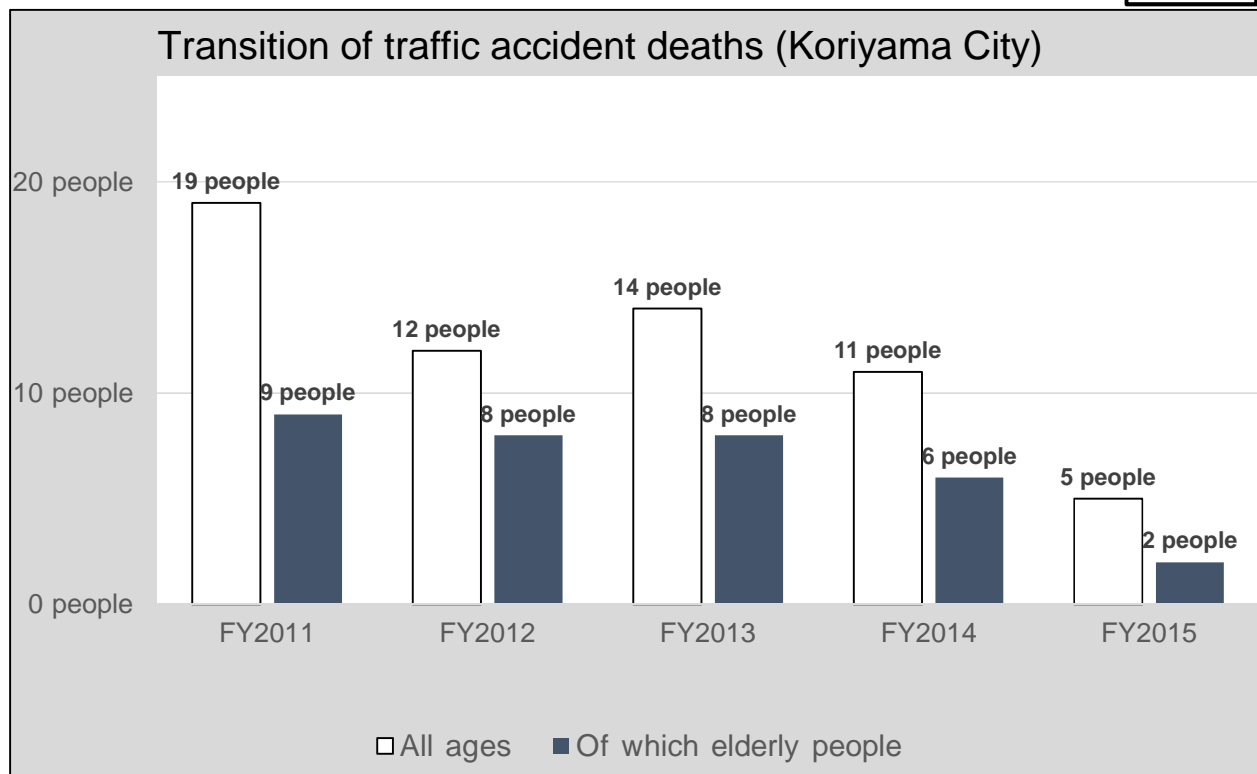


When compared to Fukushima Prefecture, the characteristics match accidents in Koriyama City

Trends of traffic accidents (7)

Deaths are declining, but the number of elderly people involved has not changed.

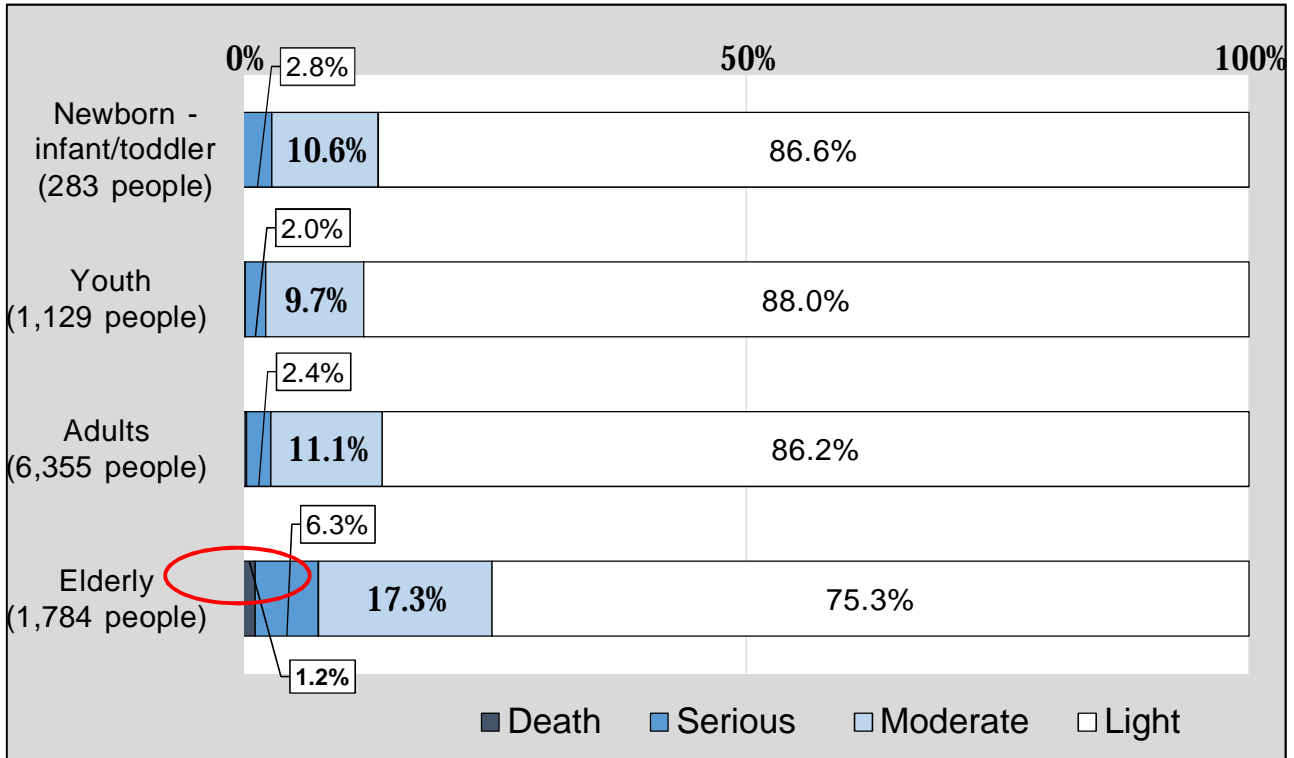
Fig. 13



Source: Koriyama Police, Koriyama Kita Police

Severity of traffic accident injury requiring emergency transport in Koriyama City by age

Fig. 14



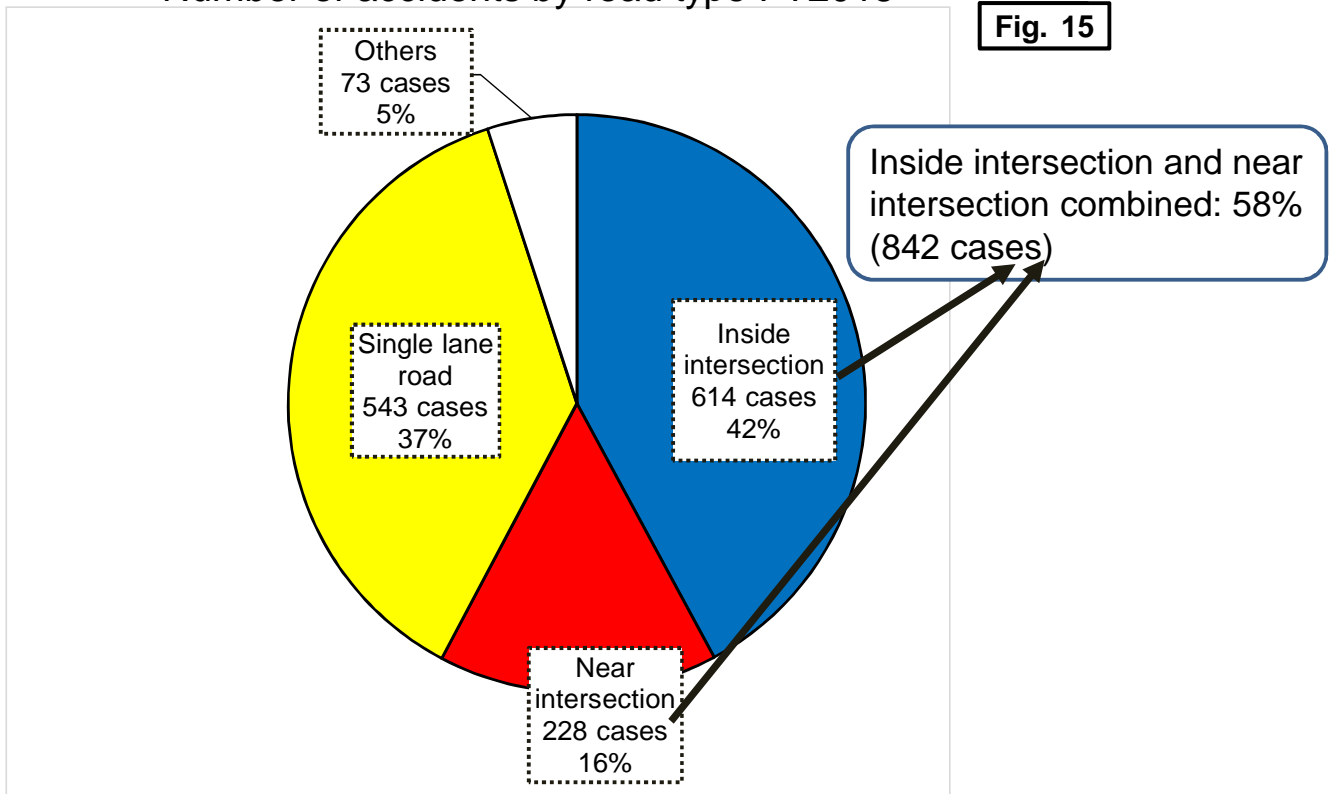
Source: Koriyama Fire Department "FY2010-2016 Emergency Transport Data (national table)"

Trends of traffic accidents (8)

Situation of accidents by road type

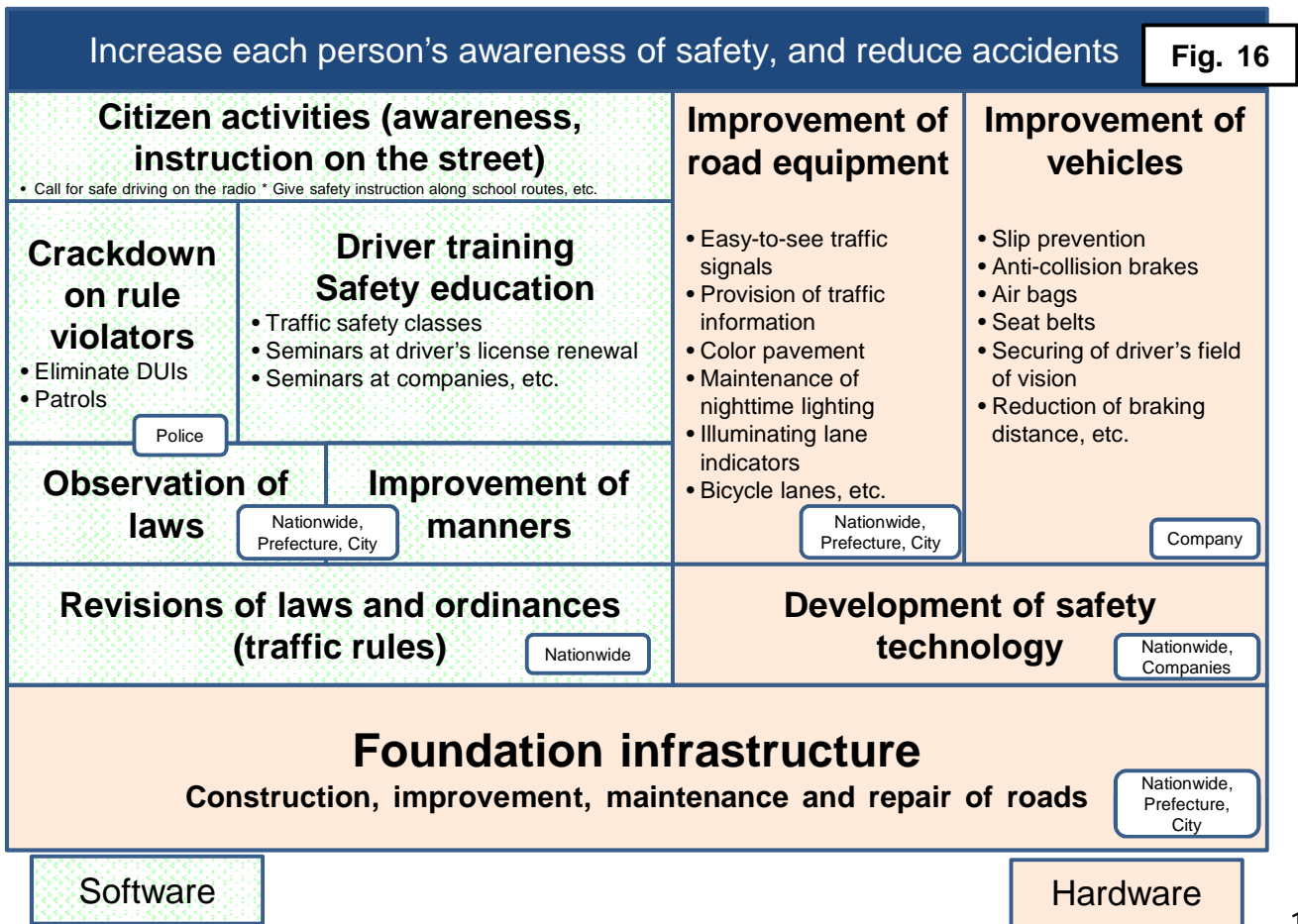
Number of accidents by road type FY2015

Fig. 15



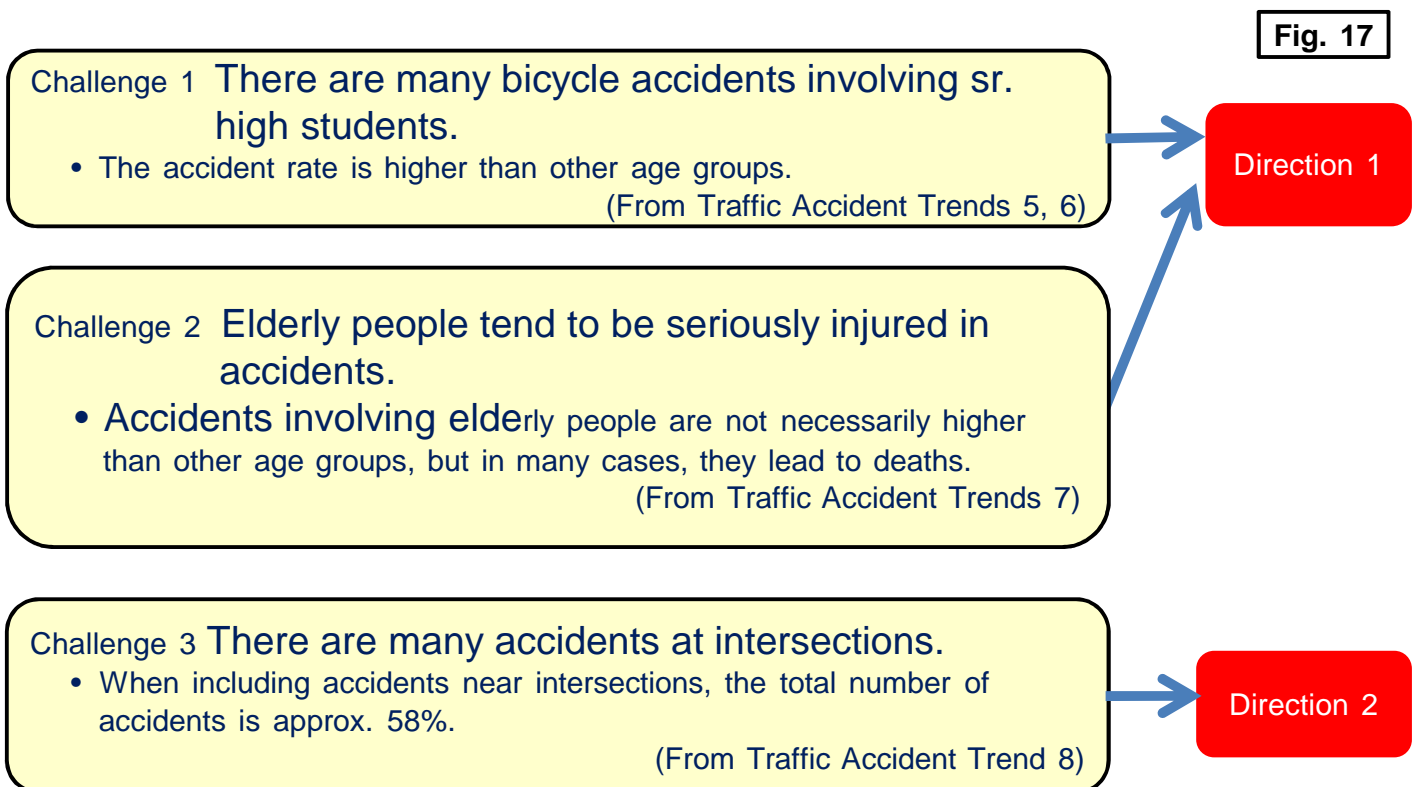
Source: Koriyama Police, Koriyama Kita Police

Preventing traffic accidents with hardware and software



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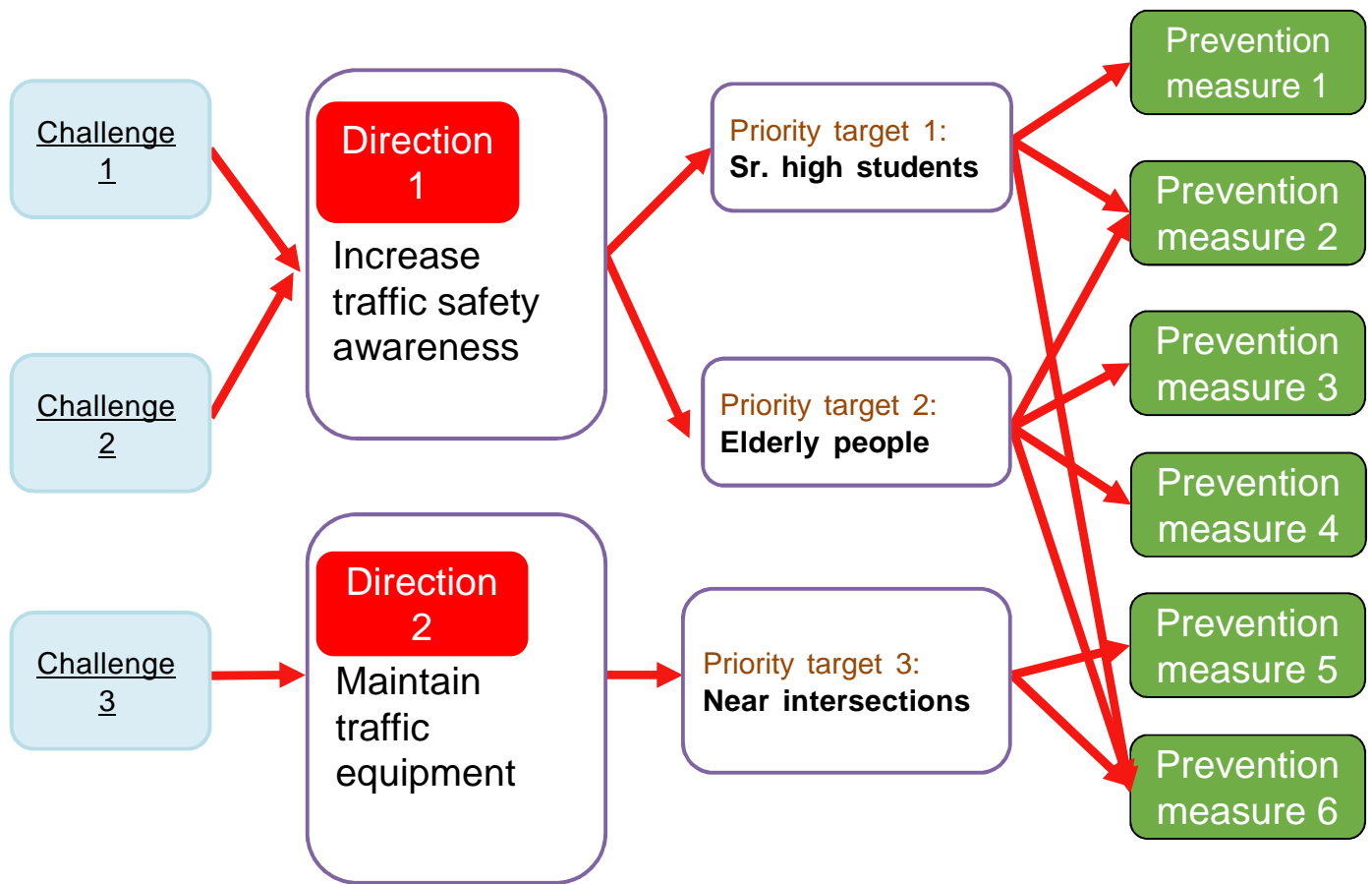
Current priority challenges



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Summary of challenges, directions, priority targets, and programs

Fig. 18



Current programs enforced by national government, prefecture, police

Fig. 19

		Nationwide, Prefecture, Police	City	Community level
Priority challenge 1: Bicycle accidents involving sr. high students	Improvement of environment	Improvement of road environment		Inspection of school route safety
	Rules and penalties	Traffic laws, crackdowns		
	Education and awareness	Seminars for malicious offenders	Traffic safety classes	School route safety instruction
Priority challenge 2: Elderly people tend to be seriously injured in accidents	Improvement of environment	Improvement of road environment		Mimamori activities
	Rules and penalties	Traffic laws, crackdowns		
	Education and awareness	Seminar at driver's license renewal	Traffic safety classes	Reminders in the home
Priority challenge 3: There are many accidents at intersections	Improvement of environment	Improvement of road environment		Identifying hazard spots
	Rules and penalties	Traffic laws, crackdowns		
	Education and awareness	Seminar at driver's license renewal	Traffic safety classes	Street campaigns

Example of existing programs 1

Fig. 20

Traffic safety classes using the Scared Straight Approach

◆ Accident at pedestrian crossing



◆ Accident caused by bicycle



◆ Accident caused by large truck's inner wheel difference



◆ Accident caused by large truck's blind spot

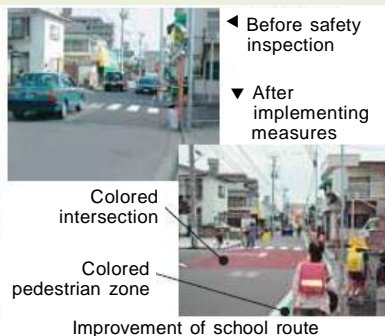


Scared Straight
⇒ Approach that re-enacts traffic accidents in front of audience to visually show potential dangers

Example of existing programs 2

Fig. 21

Joint safety inspection of school routes



Police, traffic related organizations, road administrators, and school personnel, etc. check the safety of school routes while students are commuting to and from school, and study possible improvements, etc.

Before measures



After measures



The intersections and sidewalks were colored based on the studies.

Traffic Safety Task Force programs Part 1

Improvement

Priority challenge ①

There are many bicycle accidents involving sr. high students

Direction ①

Increase awareness of traffic safety

Priority target

Senior high school students

Prevention measures ①

Use Scared Straight approach
Distribute DVD materials, and hold classes



Fig. 22

Program

- Current situation of traffic accidents
- Examples of bicycle accidents
- Five rules for safely using bicycle

Traffic Safety Task Force programs Part 1

Improvement

Details

Educational DVD incorporating Scared Straight approach was distributed to 13 senior high schools. The DVD was shown to increase students' awareness of traffic safety.

Results

In June 2017, the Task Force members directly visited 13 schools in the city to distribute the DVD. The increase in traffic safety awareness after watching the DVD was measured with a survey.

Organizers

Task Force, senior high schools in the city, Police, City

Target

Junior high and senior high school students in Koriyama

Changes since starting SC

The number of senior high school students using bicycle lanes has increased since the DVD was distributed.

Traffic Safety Task Force programs Part 1

Survey Part 1 Use of bicycles for commute to school

Respondent Sr. high school students commuting to school in Koriyama City (7 schools / 948 students)

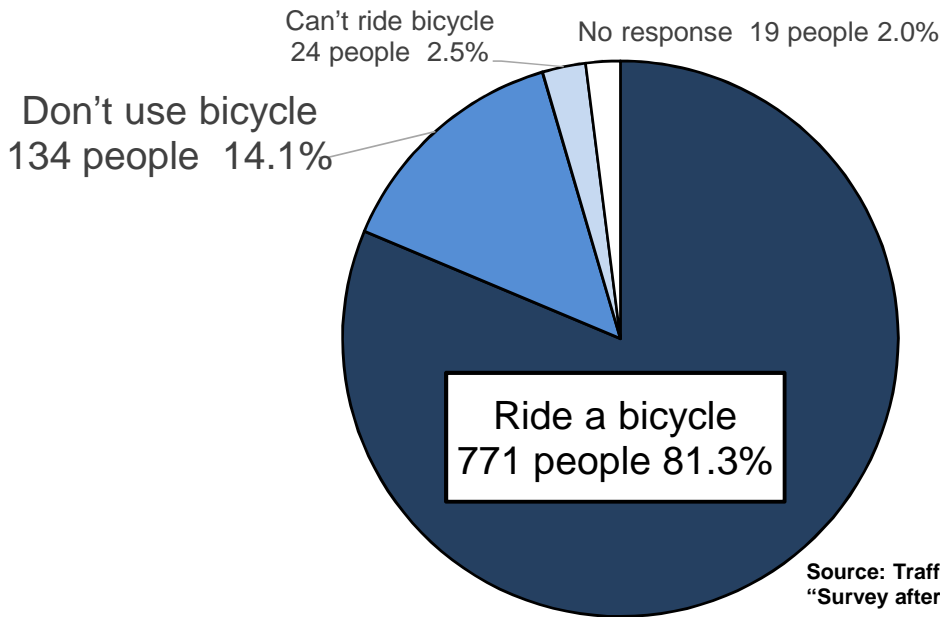


Fig. 23

Source: Traffic Safety Task Force "Survey after Watching Educational DVD 2017"

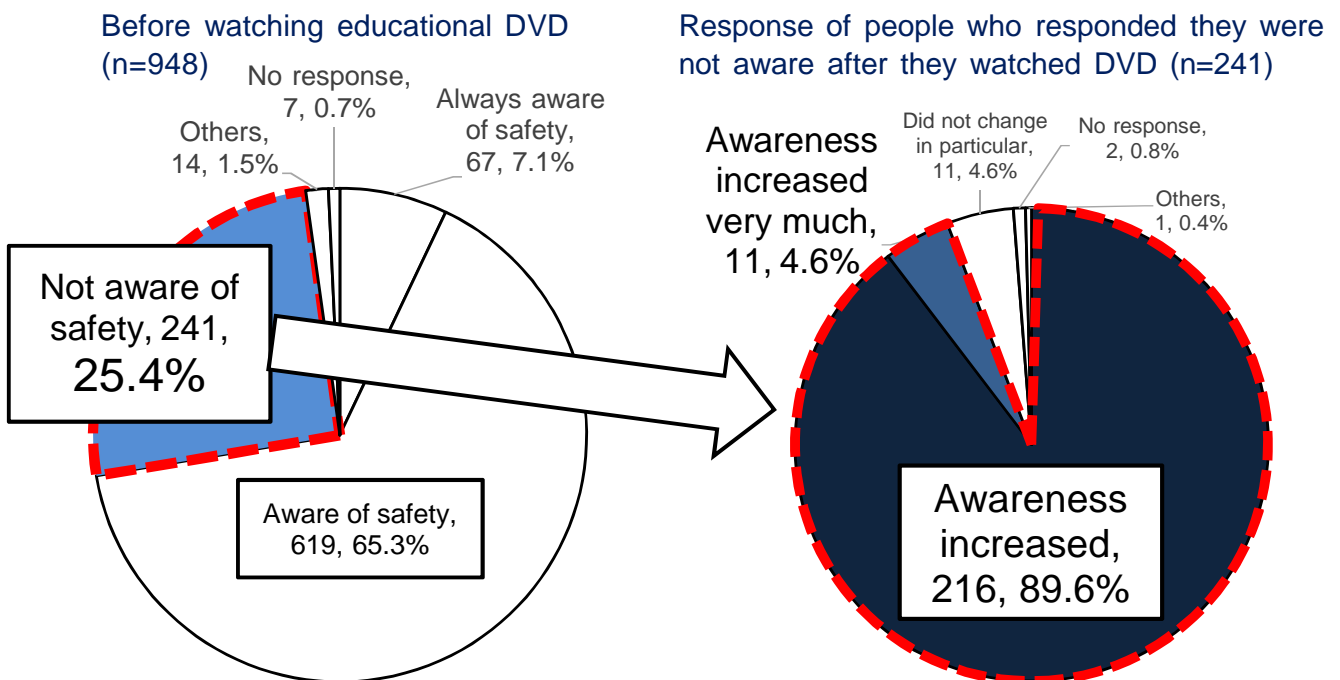
Approx. 80% (770 people) of the 948 respondents ride a bicycle to school

Traffic Safety Task Force programs Part 1

Survey Part 2 Awareness of traffic safety

Approx. 90% of the students who were unaware of safety responded that their awareness increased after watching the DVD.

Fig. 24



Source: Traffic Safety Task Force "Survey after Watching Educational DVD 2017"

Traffic Safety Task Force programs Part 2



Priority challenges
①②③

There are many bicycle accidents involving sr. high students
Accidents involving elderly people easily become serious
There are many accidents at intersections

Direction ①

Improvement of traffic safety awareness

Priority target

Citizens, especially sr. high students and elderly people

Prevention measures ②

Preparation and distribution of traffic accident hotspot intersection map



Fig. 25

Prepared materials

- Pamphlets
- Posters
- Leaflets

FY2016 Edition Safe Community Pamphlet

Traffic Safety Task Force programs Part 2



Details

Intersections with a high rate of accidents in the city were marked on a map, and prepared as the city's first Traffic Accident Hotspot Intersection Map. This map was distributed with the cooperation of many organizations and groups.

Results

Promotional goods

- Pamphlet and leaflet (FY2016)
Prepared in February 2017, and distributed to students at 61 elementary schools and 28 junior high schools. These were distributed to a total of 9,390 people at Safe Community explanation meetings and events, etc.
- Poster (FY2017)
Prepared in October 2017. We plan to distribute 1,000 copies to industrial parks, etc. to inform people commuting from outside town.

Organizers

Task Forces (Traffic Safety, Child, Elderly), traffic safety teaching specialists, Association of Mothers for Traffic Safety, Traffic Safety Association, Police, etc.

Target

3rd year junior high students, senior high students, elderly people

Traffic Safety Task Force programs Part 3 Improvement

Priority challenge ②

Accidents involving elderly people easily become serious

Direction ①

Increase awareness of traffic safety

Target

Elderly people

Prevention measures ③

Expansion of traffic safety classes



Details

- Traffic safety classes where participants can have fun while learning are held
- Elderly people will be urged to sense changes in physical abilities that come with aging.

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Traffic Safety Task Force programs Part 3 Improvement

Details

The scale of traffic safety classes will be increased, in cooperation with senior learning programs. Skits will be added to traffic safety classes to make it fun to learn about safety.

Results

- June 2017 Safety seminar held at senior learning seminar (about 40 participants)
- July 2017 Asakano Gakuen University (about 50 participants)

Organizers

City, Asakano Gakuen University, senior clubs, traffic education teaching specialists, Police, Traffic Safety Associations, Association of Mothers for Traffic Safety

Target

Elderly people

Changes since starting SC

We recognized that although accidents involving elderly people tend to be serious, there are few traffic safety classes for elderly people. These classes were held as part of the program.

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Traffic Safety Task Force programs Part 4

New

- Priority challenge ②**
- Direction ①**
- Target**
- Prevention measures ④**

Accidents involving elderly people easily become serious
 Increase awareness of traffic safety
 Elderly people
 Promotion of voluntary return of driver's license by the elderly



Fig. 26

Provided information

- Overview of policy for voluntary return of driver's license
- Dementia symptoms while driving check sheet
- Comparison of automobile maintenance costs and price of using taxis

Traffic Safety Task Force programs Part 4

New

Details

A leaflet giving an overview of the City's policy for voluntary return of driver's license, a check sheet of dementia symptoms while driving, and a comparison of automobile maintenance costs and price of using taxis was prepared and distributed.

Results

- Leaflet
 Prepared in September 2017. Distributed to approx. 800 students of "Asakano Gakuen University" in October 2017.

* We plan to distribute this to elderly people in all districts via welfare officers who look after physically challenged people and the elderly who are living alone.

Organizers

Task Forces (Traffic Safety, Elderly), Asakano Gakuen University Student Council, etc.

Target

Elderly people

Traffic Safety Task Force programs Part 4

New

Results:

Elderly people who voluntarily returned their driver's licenses
[as of August 31, 2017] 92 people

Of which, people who received bus/taxi tickets.
[as of August 31, 2017] 73 people



Anticipated effect if elderly people voluntarily returned their driver's licenses increase

- Elderly drivers who are driving while uncertain will decrease, thereby leading to a decrease in traffic accidents.
- Family members of elderly people who have returned their driver's licenses will feel safer.
- Opportunities for elderly people to think about the voluntary return policy will increase.

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Traffic Safety Task Force programs Part 5

Improvement

Priority challenge ③

There are many accidents at intersections

Direction ②

Maintenance of road environment

Target

Around intersections

Prevention measures ⑤

Measure to prevent accidents at traffic accident hotspots

Fig. 27



Details

- Request installation of caution signs at traffic accident hotspots, etc.

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Traffic Safety Task Force programs Part 5 Improvement

Details

Request installation of caution signs and banners alerting of traffic accidents, based on Traffic Accident Hotspot Intersection Map.

Results

September 2017 Koriyama District Traffic Safety Association was asked to install caution signs.

* Installation of signs will be studied in the future.

Organizers

Traffic Safety Task Force, Koriyama District Traffic Safety Association

Target

Intersections

34

Traffic Safety Task Force programs Part 6 Improvement

Priority challenges

①②③

There are many bicycle accidents involving sr. high students
Accidents involving elderly people easily become serious
There are many accidents at intersections

Direction ②

Maintenance of road environment

Target

Around intersections

Prevention measures ⑥

Onsite investigation of intersections



(Example of measures) Colored intersection



Fig. 28

Details

- Safety measures at community roads using traffic big data
- Colored intersections and road markings

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Details

Traffic safety measures at community roads

Results

- FY2015 “Shinmei and Momomidai Districts” registered as countermeasure areas
- FY2016 Analysis of traffic big data, onsite investigation, review of countermeasures
- FY2017 Implementation of measures (scheduled)

Organizers

National government, Prefecture, City, Police, each school in district, community residents, etc.

Target

Intersections (community roads in residential areas)



Onsite investigation of hazardous spots

Activity indicators and performance indicators

Fig. 29

Priority challenges	Program	Activity indicator	Short-/mid-term	Long-term
1	Preparation, distribution, and promotion of Traffic Accident Hotspot Intersection Map	<ul style="list-style-type: none"> • No. of maps distributed • No. of places map is distributed 	Changes in safety awareness (Survey)	No. of accidents
	Traffic safety classes using Scared Straight teaching methods	<ul style="list-style-type: none"> • No. of educational DVDs distributed • No. of sessions held 	Changes in participants' awareness of traffic safety	
2	Traffic safety classes	<ul style="list-style-type: none"> • No. of sessions held 	Changes in participants' awareness of traffic safety	
	Promotion of voluntary return of driver's license	<ul style="list-style-type: none"> • No. of sessions held 		
3	Accident prevention measures at traffic accident hotspots (improvement of signs, banners, guide signs, etc.)	<ul style="list-style-type: none"> • No. of signs, etc. installed • No. of improved guide signs 	No. of traffic accident hotspots with improved environment	
	Onsite investigation of intersections	No. of investigations	Proposals made to road administrators	

Results of activities to date

Fig. 30

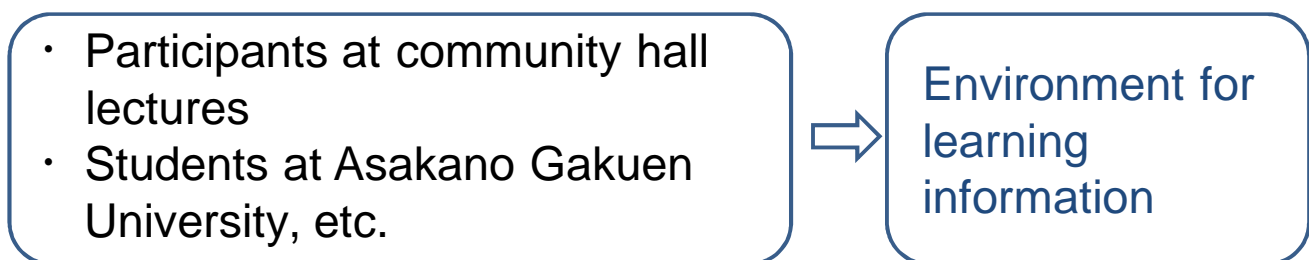
Priority challenge	Implemented measure	No. of results
Challenge 1 There are many bicycle accidents involving sr. high students	Use of educational DVD incorporating Scared Straight approach (for jr. high and sr. high students)	<ul style="list-style-type: none"> • Distributed to 13 sr. high schools and 28 jr. high school in FY2017 • Safety classes held at 7 sr. high schools • Effect measured with survey (7 schools, 948 people)
Challenge 2 Accidents involving elderly people easily become serious	<ul style="list-style-type: none"> • Promotional leaflet distributed • Self-awareness of driving capabilities promoted • Elderly people given chance to talk about traffic safety 	<ul style="list-style-type: none"> • Safety seminar (FY2017) Seminar for elderly people: 40 people Asakano Gakuen University: 50 people
Challenge 3 There are many accidents at intersections	<ul style="list-style-type: none"> • Preparation and distribution of Traffic Accident Hotspot Intersection Map • Preparation of poster-sized Traffic Accident Hotspot Intersection Maps 	<ul style="list-style-type: none"> • 15,000 Traffic Accident Hotspot Intersection Maps prepared (FY2017) Distributed at events and meetings, etc. • Poster-sized Maps 1,000 copies prepared (FY2017)

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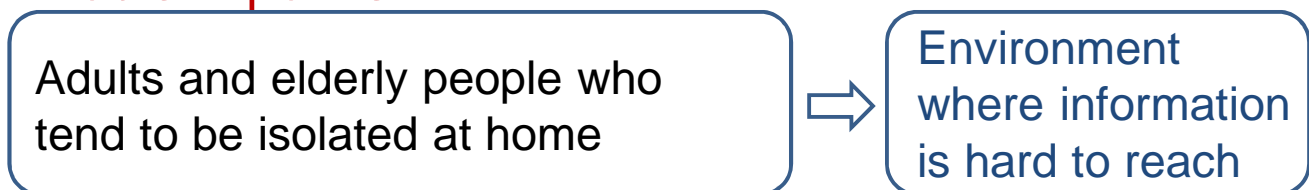
Problem points at this point

How to promote Traffic Safety Task Force programs

Promote with leaflets distributed at community halls and “Asakano Gakuen University”, a school for elderly people, etc.



Problem points



How can we widely promote the programs?



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Thank you for your attention.

