

Koriyama City Safe Community Promotion Council

Traffic Safety Task Force Activity Report



Presenter: Kenji Abe, Chair

Background of Traffic Safety Task Force

Number of deaths by causes other than illness

Total of deaths from 2009 to 2015

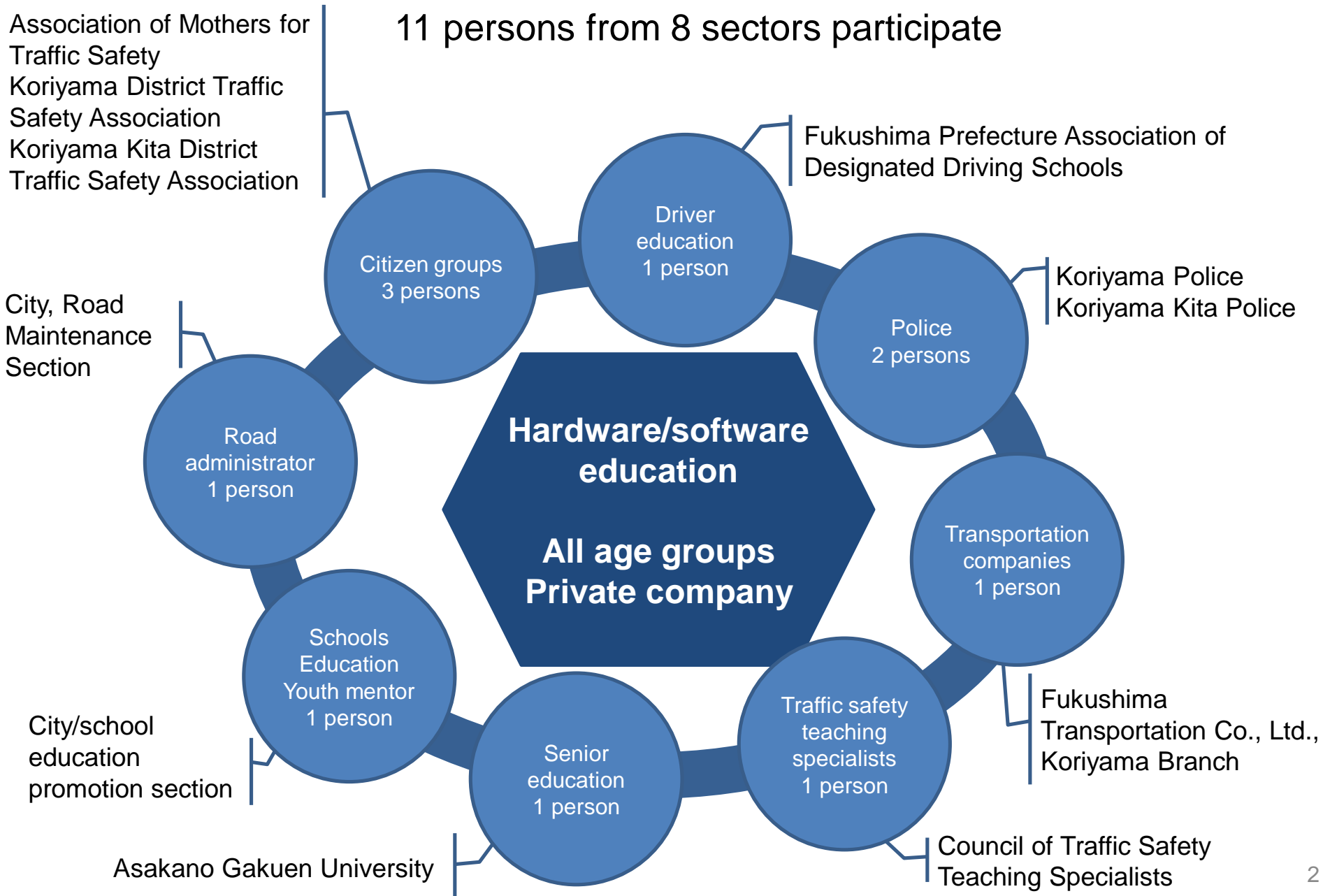
Fig. 1

Age group	1st place		2nd place		3rd place	
0 to 9 y.o.	Suffocation	3 people	Traffic accident	2 people	Falls or tumbles	1 people
			Drowning or near-drowning	2 people		
10 to 19 y.o.	Suicide	10 people	Traffic accident	4 people		
20 to 29 y.o.	Suicide	70 people	Traffic accident	7 people		
30 to 39 y.o.	Suicide	70 people	Traffic accident	9 people		
40 to 49 y.o.	Suicide	92 people	Traffic accident	17 people	Suffocation	5 people
50 to 59 y.o.	Suicide	106 people	Traffic accident	18 people	Drowning or near-drowning	9 people
60 to 69 y.o.	Suicide	78 people	Traffic accident	21 people	Suffocation	16 people
70 to 79 y.o.	Suicide	47 people	Suffocation	35 people	Traffic accident	32 people
80 to 89 y.o.	Suffocation	96 people	Falls or tumbles	39 people	Drowning or near-drowning	33 people
					Suicide	33 people
90 y.o. and older	Suffocation	46 people	Falls or tumbles	19 people	Drowning or near-drowning	7 people
Total	Suicide	511 people	Suffocation	212 people	Traffic accident	132 people

Traffic accident deaths ranked second in a wide range of age groups

Composition of Traffic Safety Task Force

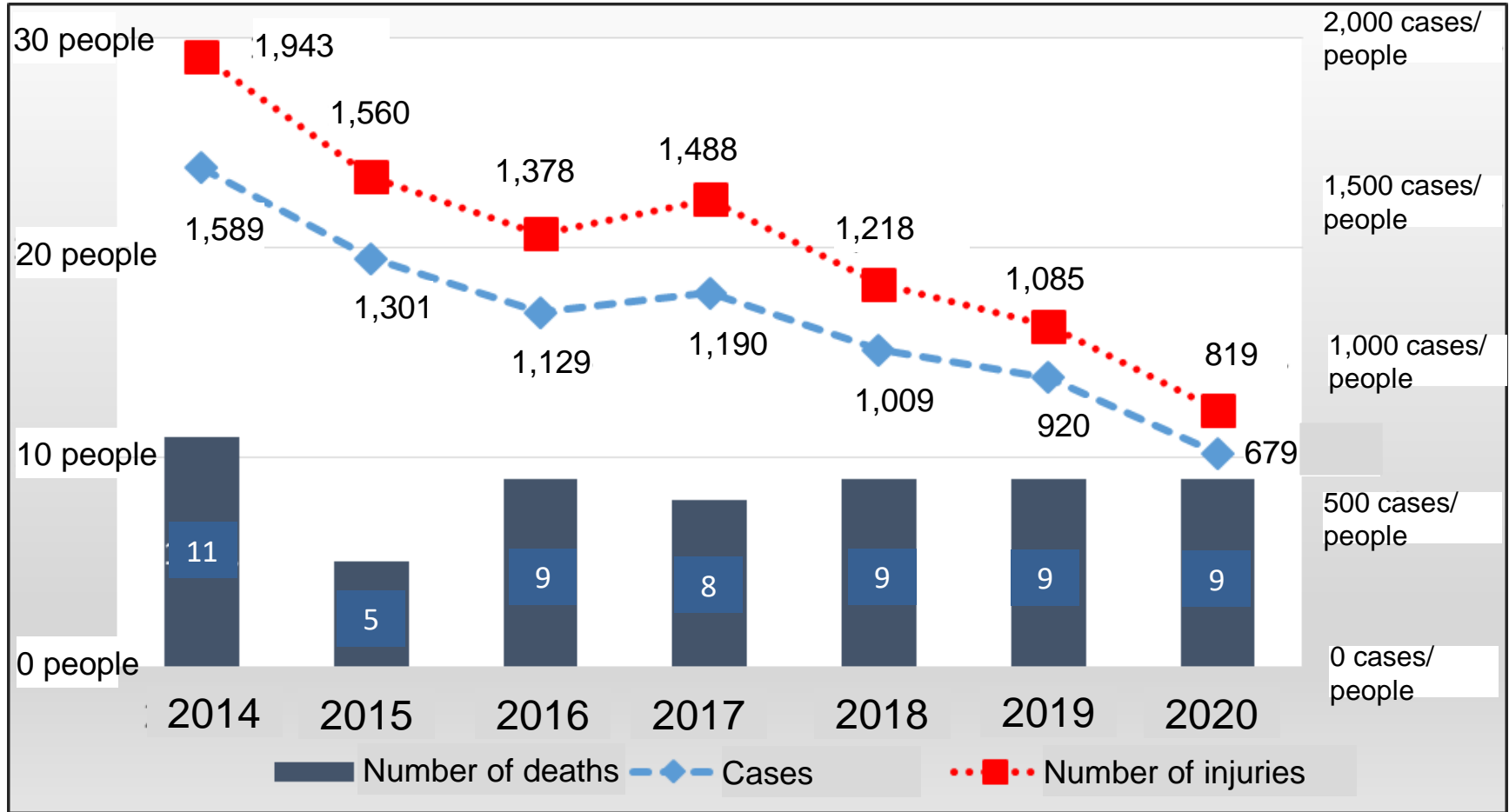
11 persons from 8 sectors participate



Identifying challenges from data (1)

Fig. 2

Change in situation of traffic accident (personal injury) incidents



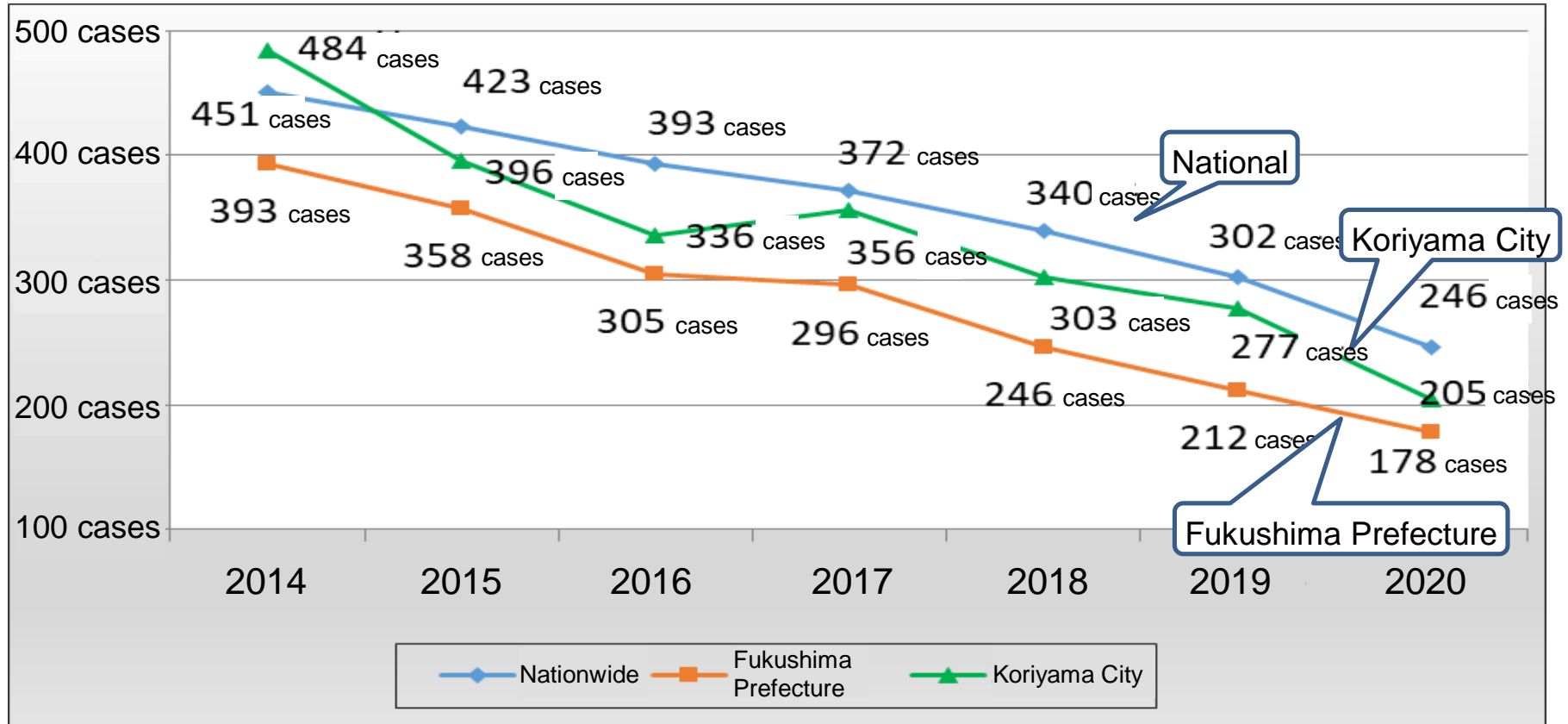
Source: Koriyama Police Department, Koriyama Kita Police Department "White Paper on Traffic Safety FY2014 to 2020"

Traffic accidents in Koriyama City have been on a downward trend, decreasing from 1,589 in 2014 to 679 in 2020. This is a decrease of about 57% over the past six years.

Identifying challenges from data (2) Comparison with national and prefecture levels

Trends of number of traffic accidents (accidents resulting in injury or death) per 100,000 population

Fig. 3



Source: National Police Agency "Police White Papers FY2014 to 2020", Fukushima Prefecture Police Headquarters, Koriyama Police Department, Koriyama Kita Police Department "White Paper on Traffic Safety FY2014 to 2020"

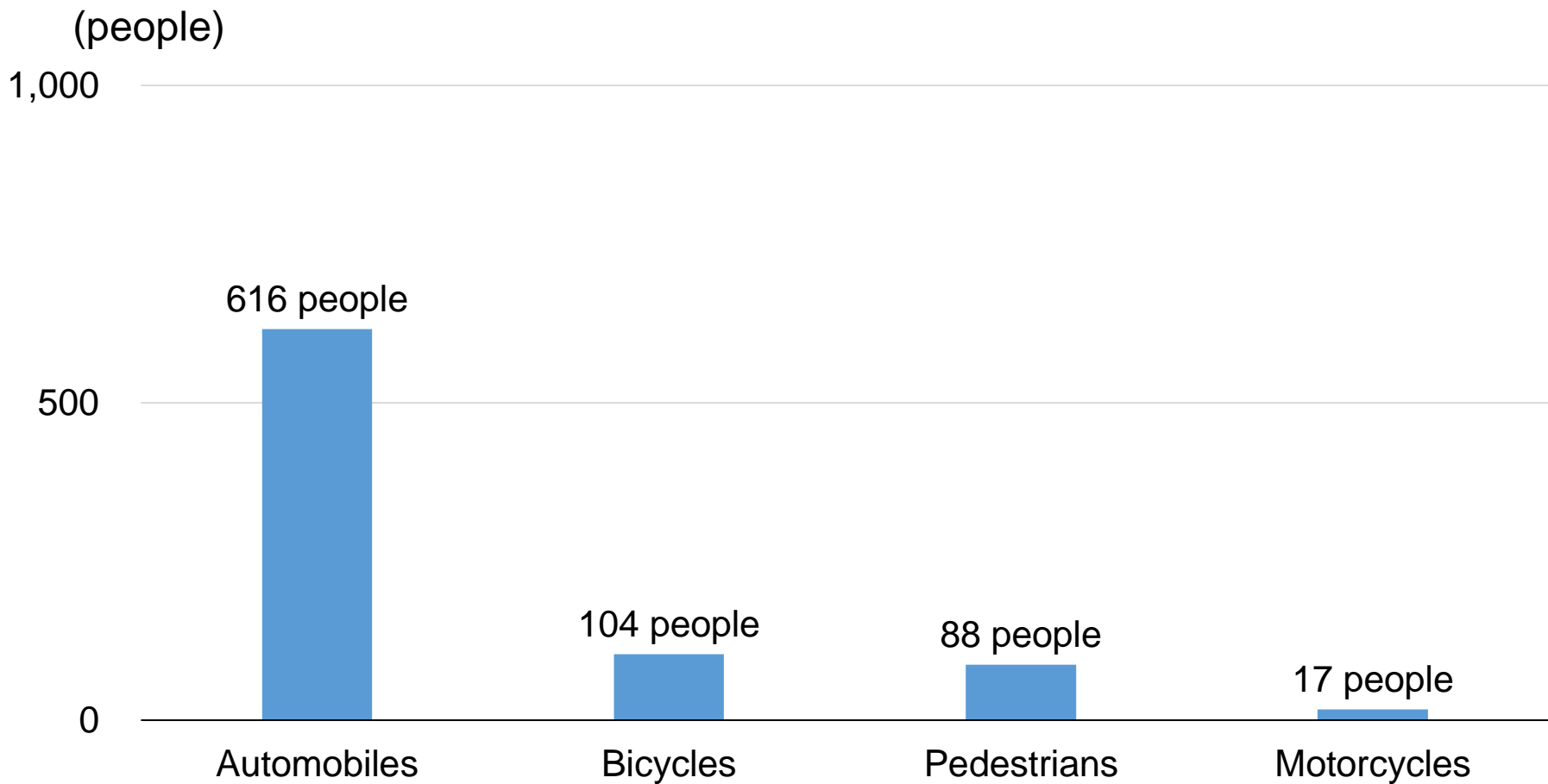
Until 2014, Koriyama had more accidents than national and Fukushima Prefecture. However, the number fell below the national level in 2015 and has continued downward.

Identifying challenges from data (3)

Number of deaths or injuries by the parties involved

Fig. 4

Koriyama City FY2020



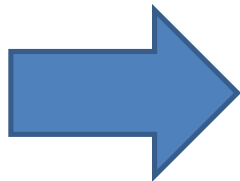
Characteristics of traffic accidents in Koriyama City

Fig. 5

No.	Characteristics	Within Koriyama Police Department jurisdiction	Fukushima Prefecture
1	Rate of <u>accidents within intersection</u>	64.2%	26.8%
2	Rate of <u>accidents by youth drivers</u>	13.5%	11.9%
3	Rate of <u>bicycle accidents</u>	13.9%	9.0%
4	Rate of <u>nighttime accidents</u>	32.2%	26.8%
5	Rate of <u>head-on collisions</u>	33.1%	26.7%

Source: National Police Agency, Koriyama Police Department "FY2020 White Paper on Traffic Safety", Characteristics of traffic accidents

Five Characteristics



We will focus on accidents within intersection and bicycle accidents

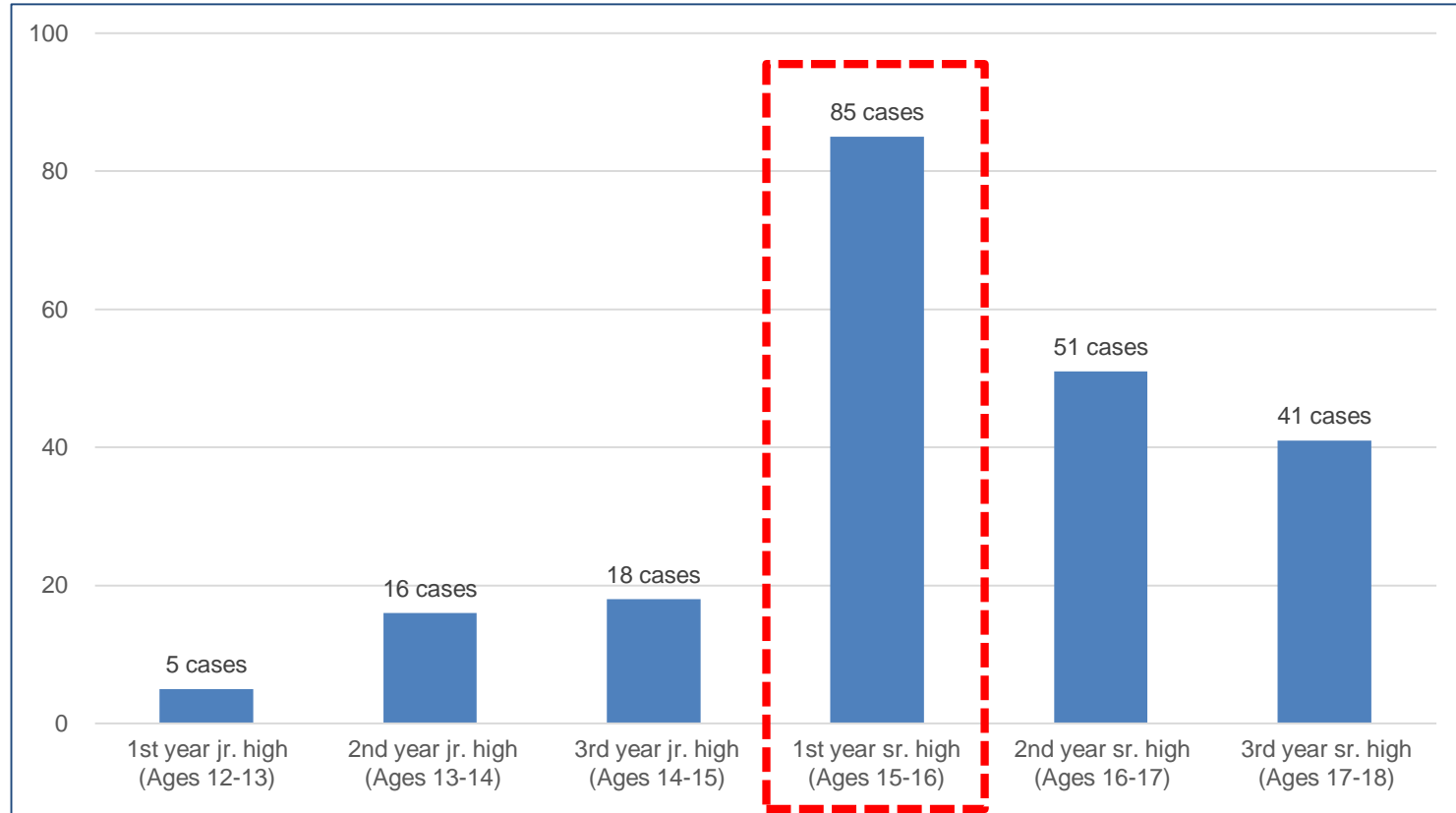
Identifying challenges from data (5)

Age groups with a high rate of bicycle accidents (Koriyama)

Accidents from junior high school to high school students

Total from January 1, 2017 to December 31, 2020

Fig. 6



Source: Koriyama Police Department "Situation of traffic accidents (involving bicycles)"

The number increases greatly for 1st-year high school students and then gradually declines.

Main methods of commuting to school in Koriyama City

Junior high school -> Mostly walking

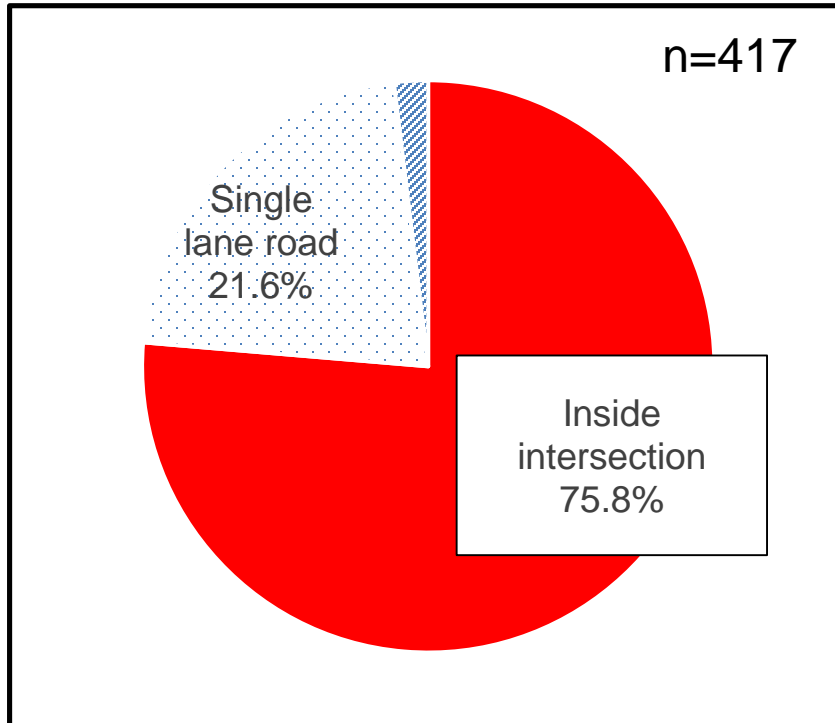
High school -> Many bicycles

Identifying challenges from data (6)

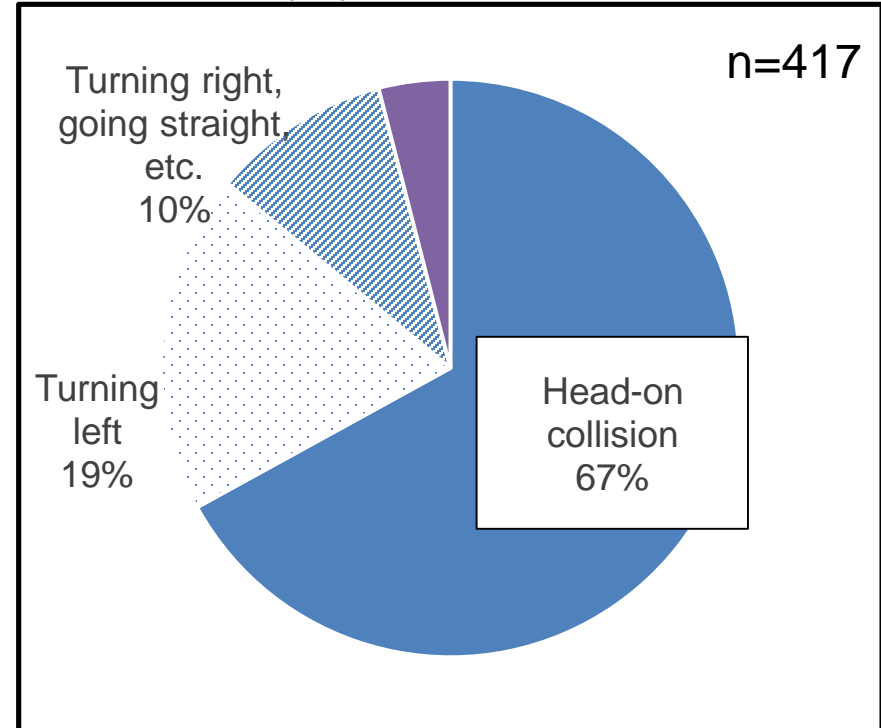
Characteristics of bicycle accidents involving junior high and senior high students (Koriyama City)

Fig. 7

Rate of bicycle accident occurrence by type of road



Rate of bicycle accident occurrence by type of accident



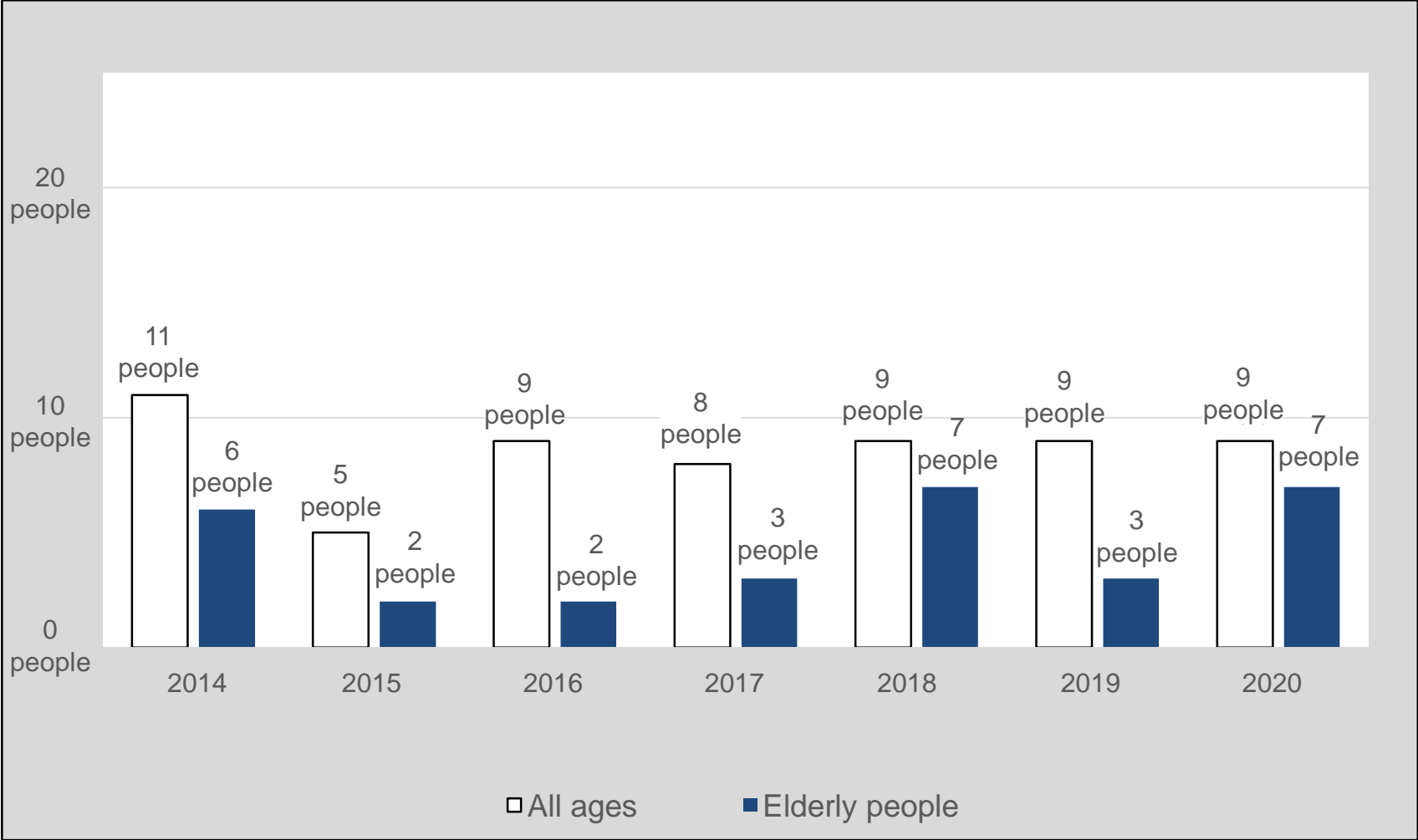
Source: Koriyama Police Department "Bicycle accidents involving junior high and senior high students" Tabulation from January 1, 2014 to December 31, 2020

There are many accidents inside intersections.

There are many head-on collisions.

Approx. half of traffic accident deaths in Koriyama City involve the elderly.

Fig. 8

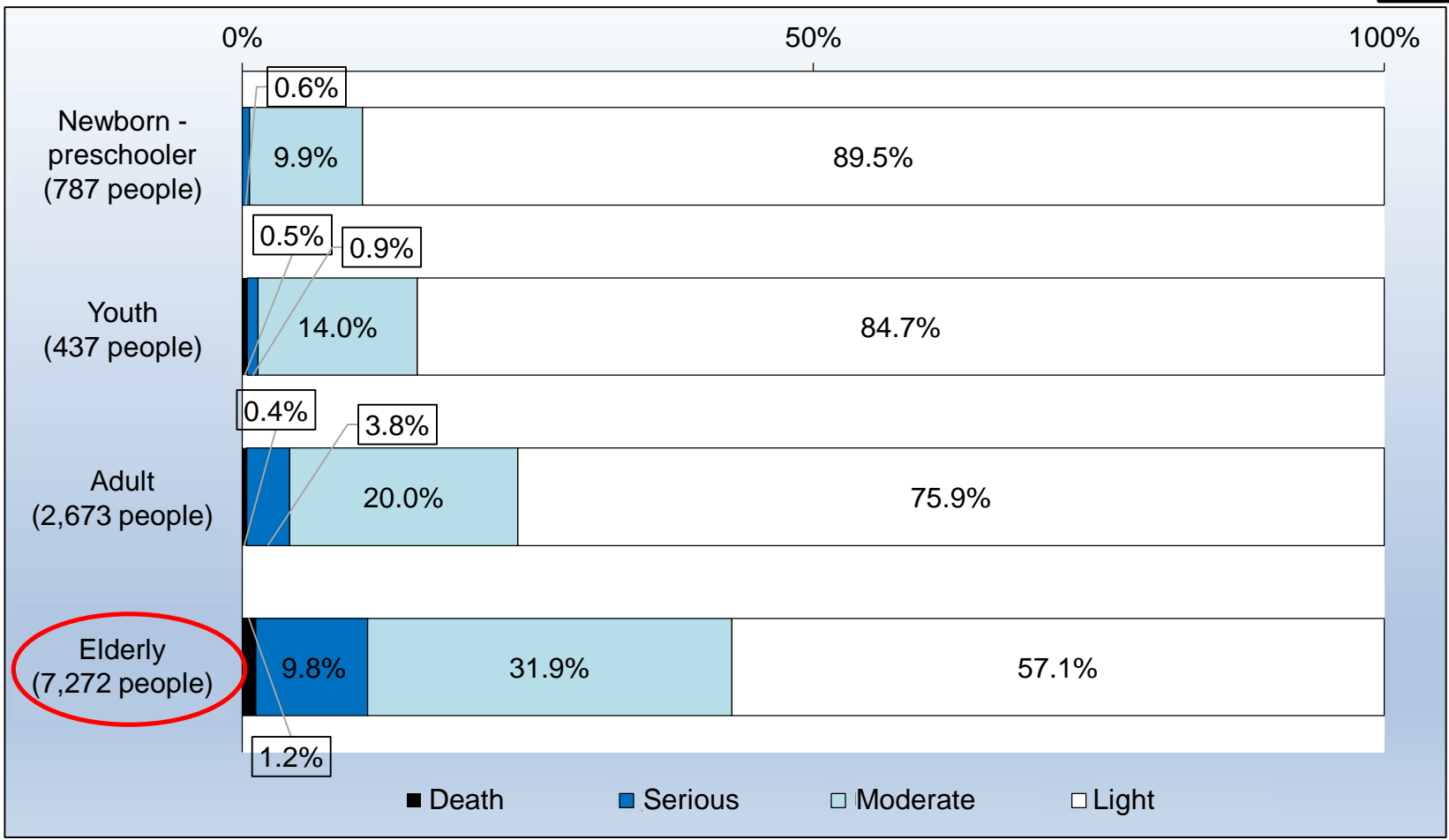


Source: Koriyama Police Department, Koriyama Kita Police Department "White Paper on Traffic Safety FY2014 to 2020"

Identifying challenges from data (8)

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

Fig. 9



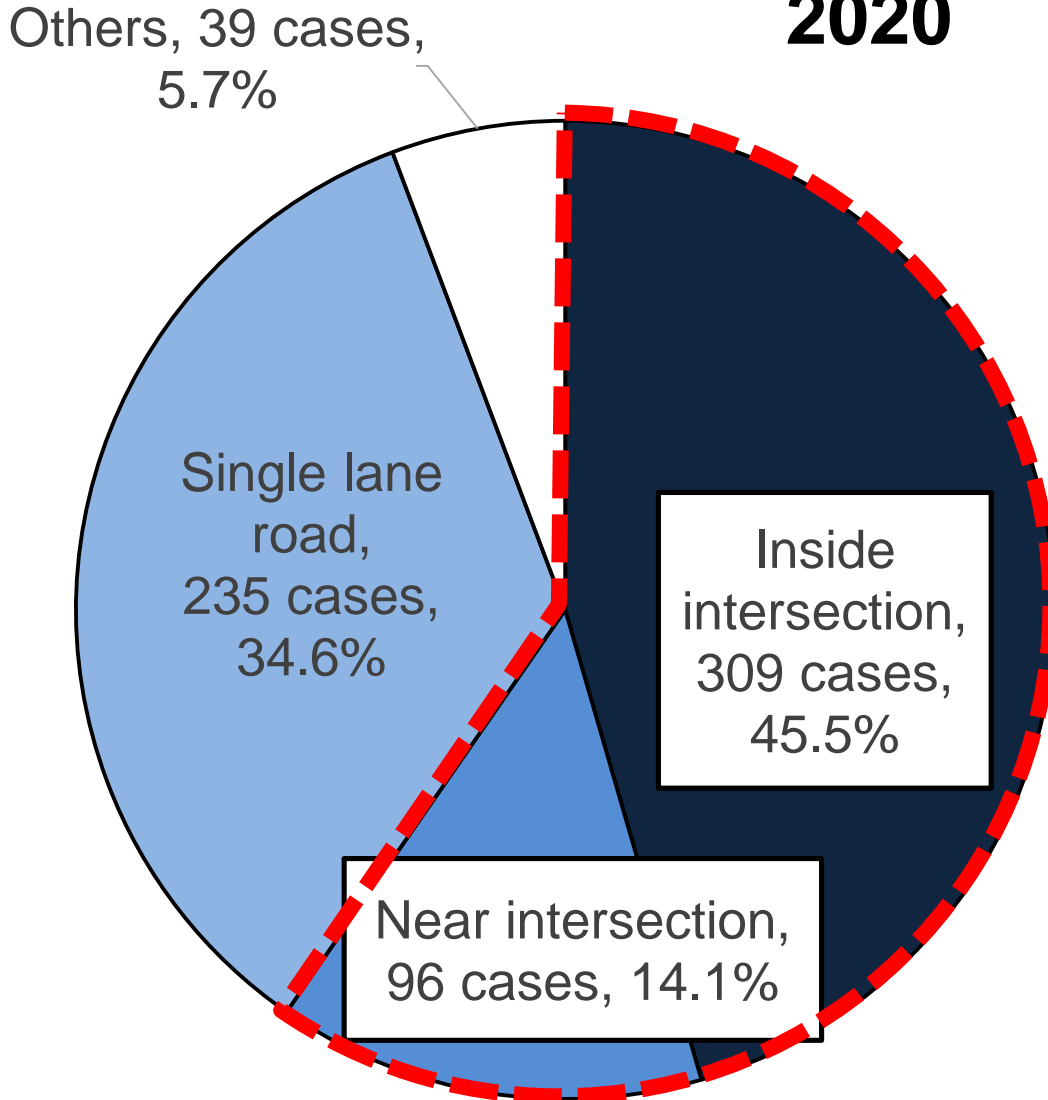
Source: Koriyama Regional Fire-Defense Union
" 2014 to 2020 Emergency Transport Data (National tables)"

Identifying challenges from data (9)

Number of accidents in Koriyama City by road type

2020

Fig. 10



The total of accidents inside the intersection and near the intersection.

Approx. 60% (405 cases)

Source: Koriyama Police Department, Koriyama Kita Police Department

Priority challenges and priority targets based on data

Challenge 1: There are many bicycle accidents involving senior high students.
(Source: Identifying challenges from data (5), (6))

Challenge 2: Accidents involving elderly people are often serious.
(Source: Identifying challenges from data (7), (8))

Challenge 3: There are many accidents at intersections.
(Source: Identifying challenges from data (8))



Priority target: High school students, elderly, areas around intersections

Direction and initiatives for challenges (at time of Designation)

Challenge 1

There are many bicycle accidents involving senior high students.

Challenge 2

Accidents involving elderly people are often serious.

Challenge 3

There are many accidents at intersections.

Direction 1
Raise awareness of traffic safety

Direction 2
Maintenance of environment

Initiative (1)
Distribution of accident hotspot map

Initiative (2)
Traffic safety class (Scared Straight approach)

Initiative (3)
Distribution educational materials (DVD, etc.)

Initiative (4)
Traffic safety classes for the elderly

Initiative (5)
Promotion of voluntary return of driver's license by elderly

Initiative (6)
Installation of warning signs, etc.

Initiative (7)
Improvement of road signs

Initiative (8)
Survey of intersections

Re-examination of activity indicators and performance indicators

<p>Feedback from Injury Surveillance Committee</p>	<p>(1) Understand the changes in citizens' behavior and awareness following measures taken so far Review of techniques</p> <p>(2) Incorporation of Internet survey</p> <p>(3) As it is difficult for the Task Force to improve the hardware, data-based proposals should be made to road administrators to request improvements to the structure of intersections with many accidents.</p> <p>(4) In addition to checking the number of accidents at intersections, the details of accidents should be examined.</p> <p>(5) We should focus on the impact of Covid-19 (positive and negative aspects)</p>
<p>Studies by Task Force</p>	<p>(1) Holding traffic safety classes using stuntman is difficult due to expenses.</p> <p>(2) Distribution of the DVDs as educational material on traffic safety is difficult as there is an issue with distributing copies.</p> <p>(3) The installation of caution signs at intersections is dangerous as it could cause drivers to take their eyes off the road.</p> <p>(4) How about conducting a questionnaire to understand the performance of all activities (changes in citizen's behavior and awareness)?</p> <p>(5) How about conducting a questionnaire over the Internet?</p>

Re-examination of activity indicators and performance indicators

Priority challenge (1)

Before changes

Priority challenges	Activity indicator	Short-term performance indicator	Mid-term performance indicator	Long-term performance indicator
There are many bicycle accidents involving senior high students.	Number of Traffic Accident Hotspot Intersection Map distributed	Changes in high school students' traffic safety awareness	Same as short-term performance indicator	Number of bicycle accidents involving senior high students
	Number of traffic safety classes (SS method) held			
	Number of educational materials (DVD on SS method, etc.) distributed			

Activity indicators that were difficult to conduct were changed to activity indicators that could be conducted, leading to changes in high school students' awareness and behavior.

Short-term and mid-term performance indicators changed after reviewing activity indicators (Performance of each activity is measured)

After changes

Priority challenges	Activity indicator	Short-term performance indicator	Mid-term performance indicator	Long-term performance indicator
There are many bicycle accidents involving senior high students.	Number of Traffic Accident Hotspot Intersection Map distributed (students)	High school students' recognition of accident hotspots	Changes in high school students' traffic safety awareness	Number of bicycle accidents involving senior high students
	Distribution of leaflets promoting traffic accident prevention and purchase of bicycle insurance	High school students' awareness of the dangers of bicycle accidents		
	Street campaigns promoting prevention of bicycle accidents involving high school students			

Re-examination of activity indicators and performance indicators

Priority challenge (2)

Before changes

Priority challenges	Activity indicator	Short-term performance indicator	Mid-term performance indicator	Long-term performance indicator
Accidents involving elderly people are often serious	Number of traffic safety classes for the elderly held	Changes in elderly person's traffic safety awareness	Same as short-term performance indicator	Number of traffic accidents involving the elderly
	Number of promotions to encourage elderly to voluntarily return driver's license	Number of driver's licenses voluntarily returned by the elderly		

Since nighttime accidents involving the elderly are increasing, the distribution of reflectors was added to the activity indicator

Short-term and mid-term performance indicators were added or changed after adding activity indicators (Performance of each activity is measured)

After changes

Priority challenges	Activity indicator	Short-term performance indicator	Mid-term performance indicator	Long-term performance indicator
Accidents involving elderly people are often serious	Number of traffic safety classes for the elderly held	Changes in elderly person's traffic safety awareness	Changes in elderly person's traffic safety awareness	Number of traffic accidents involving the elderly
	Number of promotions to encourage elderly to voluntarily return driver's license	Number of driver's licenses voluntarily returned by the elderly		
	Number of nighttime reflectors distributed to the elderly	Rate of elderly who wear nighttime reflectors		

Re-examination of activity indicators and performance indicators

Priority challenge (3)

Before changes

Priority challenges	Activity indicator	Short-term performance indicator	Mid-term performance indicator	Long-term performance indicator
There are many accidents at intersections.	Number of caution signs, etc., installed	Number of traffic accident hotspots where the environment was improved	Same as short-term performance indicator	Number of traffic accidents at intersections
	Number of road signs improved			
	Number of surveys conducted at intersections	Number of improvements proposed to road administrators		

Activity indicators that are difficult to conduct were canceled and distribution of "Traffic Accident Hotspot Map," conducted in priority challenge (1) was added (Distribution to companies)

Short-term and mid-term performance indicators changed after reviewing activity indicators (Performance of each activity is measured)

After changes

Priority challenges	Activity indicator	Short-term performance indicator	Mid-term performance indicator	Long-term performance indicator
There are many accidents at intersections.	Number of surveys conducted at intersections	Number of improvements proposed to road administrators	Number of intersections improved following proposals	Number of traffic accidents at intersections
	Number of Traffic Accident Hotspot Intersection Map distributed (companies)	Citizens' recognition of accident hotspots	Changes in citizens' traffic safety awareness	

Direction and initiatives for challenges (after review)

Challenge 1

There are many bicycle accidents involving senior high students.

Challenge 2

Accidents involving elderly people are often serious.

Challenge 3

There are many accidents at intersections.

Direction 1
Raise awareness of traffic safety

Direction 2
Maintenance of environment

Initiative (1)
Distribution of accident hotspot map
(High school students)

Initiative (2)
Distribution of accident prevention leaflet

Initiative (3)
Street campaigns on preventing bicycle accidents

Initiative (4)
Traffic safety classes for the elderly

Initiative (5)
Promotion of voluntary return of driver's license by elderly

Initiative (6)
Distribution of reflectors to the elderly

Initiative (7)
Survey of intersections

Initiative (8)
Distribution of accident hotspot map (companies)

Current initiatives: Nation, Prefecture, Police, City, Community level

		Nation, Prefecture, Police	City	Community level
Priority challenge (1) Bicycle accidents involving senior high students	Improve environment	Improvement of road environment		Inspection of school routes
	Rules and penalties	Enforcement of traffic laws and regulations		
	Education and awareness-promotion	Training for malicious offenders	Traffic safety class	Instruction of school route safety
Priority challenge (2) Accidents involving elderly people tend to be serious	Improve environment	Improvement of road environment Support car subsidy		Mimamori-watching activities
	Rules and penalties	Enforcement of traffic laws and regulations		
	Education and awareness-promotion	Training when renewing driver's license	Traffic safety class Promotion of support car subsidy	Reminders within family
Priority challenge (3) There are many accidents at intersections.	Improve environment	Improvement of road environment		Understanding of dangerous spots
	Rules and penalties	Enforcement of traffic laws and regulations		
	Education and awareness-promotion	Training when renewing driver's license	Traffic safety class	Street campaigns

Traffic Safety Task Force Initiatives Part 1

Priority challenges
(1) (3)

Direction (1)

Priority target

Initiative
(1) (8)

There are many bicycle accidents involving senior high students. There are many accidents at intersections.

Raise awareness of traffic safety

High school students, around intersections

Distribution of traffic safety hotspot maps (high school students)

Distribution of traffic safety hotspot maps (companies)

交通事故多発地点に注意



Details

- Updated “Traffic Accident Hotspot Map” created in 2017.
- Collaborated with Koriyama Police Department to tabulate data on personal injuries between 2016 and 2019.
- Task Force reviewed and improved the design.

Result

- 10,000 copies were created and distributed to elementary, junior high, senior high, special needs schools, and companies in the City.
- A **questionnaire** was conducted at three high schools in the City to understand the changes in the students’ awareness and actions after reading the map.
- Questionnaire of companies is schedules

Traffic Safety Task Force Initiatives Part 1

- Priority challenge (1)
- Direction (1)
- Priority target
- Initiative (2)

There are many bicycle accidents involving senior high students.

Raise awareness of traffic safety

High school students

Distribution of leaflets promoting traffic accident prevention and purchase of bicycle insurance

Details

- Provide information on the current status of bicycle accidents involving high school students in the City, rules for riding bicycles, and the importance of purchasing bicycle insurance.
- Promote the dangers of bicycle accidents to high school students.

Result

- 12,000 copies were created and distributed to elementary, junior high, senior high schools.
- A **questionnaire** was conducted at three high schools in the City.
- We were able to see the high school students' level of understanding.

自転車事故の加害者とならないために

発行：郡山市セーフコミュニティ推進協議会「交通安全対策委員会」

郡山市は、けがや事故をデータから分析し、その原因を見つけ出し、必要対策を行うことでけがや事故を減少させる「セーフコミュニティ活動」に取り組んでいます。

私たち、郡山市セーフコミュニティ推進協議会「交通安全対策委員会」では、高校生の皆さんの自転車事故を減少させるため、様々な取り組みを行っています。

1 郡山市内における高校生の自転車事故

男女別事故割合 男子学年別事故割合 女子学年別事故割合

出典データ：交通安全対策委員会による市内高校7校の自転車事故件数調べ（平成29年度）

男女別割合は、男子生徒の事故が56%、女子生徒の事故が44%を占め、男子生徒の事故の方が女子生徒の事故より12%多いことが分かりました。

また、学年別事故割合は男女とも1学年の生徒の割合が最も多く、次いで3学年、2学年の順となっています。特に1学年の生徒は、自転車通学に慣れていないことから、入学して間もない4月から6月にかけて事故が多いことも分っています。

2 事故を起こさないためにも心がけましょう

自転車は、とても身近で便利な乗り物です。しかし、交通ルールを守らなかつたり、誤った乗り方をすると大きな事故につながります。

事故を起こさないためにも、もう一度、自分の運転を振り返るとともに交通ルールを守り、安全運転に心がけましょう。

信号無視をしない スピードを出し過ぎない 自転車でも傘さし運転をしない 自転車に乗りながらスマートフォンを操作しない 自転車に乗りながら自食をしない

3 甘く考えないで！ 自転車の交通事故

自転車事故とはいえ、被害の大きさによっては数千円の賠償金の支払いを命じられるケースもあります。下表は、実際にあった未成年が起こした自転車による加害事故の例です。

事故は、いつ、どこで起こるかわかりません。決して「自分は大丈夫」と思わず、安全運転に心がけましょう。

賠償額	事故の概要
9,521万円	男子小学生（11歳）が夜間、帰宅途中に歩道と車道の区別のない道路において歩行中の女性（62歳）と衝突。女性は頭蓋骨骨折等の傷害を負い、植物状態となって意識が戻らない状態になる。 ◆神戸地方裁判所：平成25年7月4日判決
9,266万円	男子高校生が昼間、対向車線を自転車で進んできた男性会社員（24歳）と正面衝突。男性会社員に言語機能の喪失が残る。 ◆東京地方裁判所：平成20年6月5日判決
6,779万円	男性が夕刻、片手運転で下り坂を高速で走りし交差点に進入、横断歩道を横断中の女性（38歳）と衝突。女性は脳挫傷で3日後に死亡。 ◆東京地方裁判所：平成15年9月30日判決
5,438万円	男性が昼間、信号無視をして高速で交差点に進入、青信号で横断歩道を横断中の女性（55歳）と衝突。女性は頭蓋内損傷で11日後に死亡。 ◆東京地方裁判所：平成19年4月11日判決
4,043万円	男子高校生が早朝、赤信号で横断歩道を走行中、旋盤工（62歳）の男性が運転するオートバイと衝突。旋盤工は頭蓋内損傷で13日後に死亡。 ◆東京地方裁判所：平成17年9月14日判決

4 万一に備えて自転車の保険に加入しましょう！

自転車は、「軽車両」に分類され、車の仲間です。自転車とはいえ、車を運転しているのと同じです。交通ルールを守るのももちろんのことですが、日頃から自転車の整備や点検を行うとともに、**万一に備え自転車の保険に加入しましょう。**

自転車事故による死傷者

7万8982人(全国)

死傷者の約4割が若者と子ども

30歳以上 57.4% 20歳以下 42.6%

出典：交通安全対策委員会

セーフコミュニティの情報は 郡山市 セーフコミュニティ 検索

発行：郡山市セーフコミュニティ推進協議会「交通安全対策委員会」
事務局：郡山市 市民部 セーフコミュニティ課 交通防犯係
電話 024-924-2151 FAX 024-921-1340

Traffic Safety Task Force Initiatives Part 1

Initiative (1)

Conduct questionnaire

Initiative (2)

Did the high school students' behavior or awareness change?



Photo: Entrance at cooperating school (Koriyama Higashi High School)

生徒対象用 【セーフコミュニティ交通安全対策委員会】
交通事故防止に関するアンケートにご協力ください

郡山市では、けがや事故のない安全・安心なまちづくり セーフコミュニティ※を推進しています。
その対策の1つである「交通安全対策」については、高校生の自転車による交通事故防止のため、「交通事故多発地点マップ」や「自転車事故防止及び自転車保険加入促進に向けたチラシ」を作成し、各学校に配布しました。
自転車運転する皆さんの現状と、校内に掲示された「マップ」や「チラシ」をご覧になった感想などを伺い、今後の活動と対策の改善に繋げていきたいと思っておりますので、ぜひアンケートにご協力ください。

★アンケートは簡単電子申請で回答をお願いします。
アンケート締切日：令和3年9月13日(月)

「郡山市かんたん電子申請システム」によるアンケート
URL： <https://www.task-asp.net/cu/eg/1ar072036.task?app=202100297>

★マップやチラシは、校内に掲示しております。



交通事故多発地点マップ 自転車事故防止啓発チラシ (表)

※セーフコミュニティとは・・・
セーフコミュニティとは、「けがや事故は、原因を究明することで予防できる」という理念のもと、市民の皆さんと行政や関係機関、団体、組織等が協働で安全・安心に暮らすことができるまちづくりに取り組み地域のことです。
郡山市は2018年2月に国際認証を取得し、2023年の再認証に向けて活動を継続しています。



QR Code
Students responded from their cellphones

“Traffic accident hotspot map” and “Leaflet promoting traffic accident prevention and purchase of bicycle insurance” posted at school entrances

To verify the effect, a questionnaire was conducted on the Internet.

Schools cooperating with questionnaire

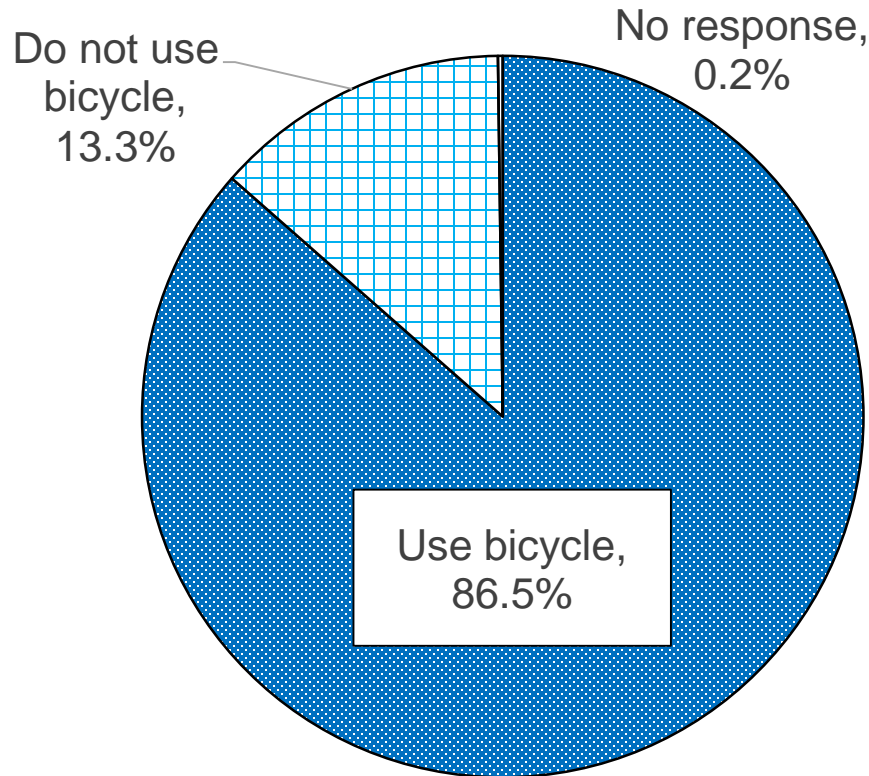
- Koriyama Higashi High School
- Koriyama Kita Technical High School
- Teikyo Asaka High School

Traffic Safety Task Force Initiatives Part 1

Questionnaire results Part 1 Use of bicycle

Fig. 11

Respondents: High school students commuting within Koriyama City
(3 schools, 466 students)



Approx. 80% (403 students) of 466 respondents use their bicycle

Source: Traffic Safety Task Force “Questionnaire on preventing traffic accidents (High school students) 2021”

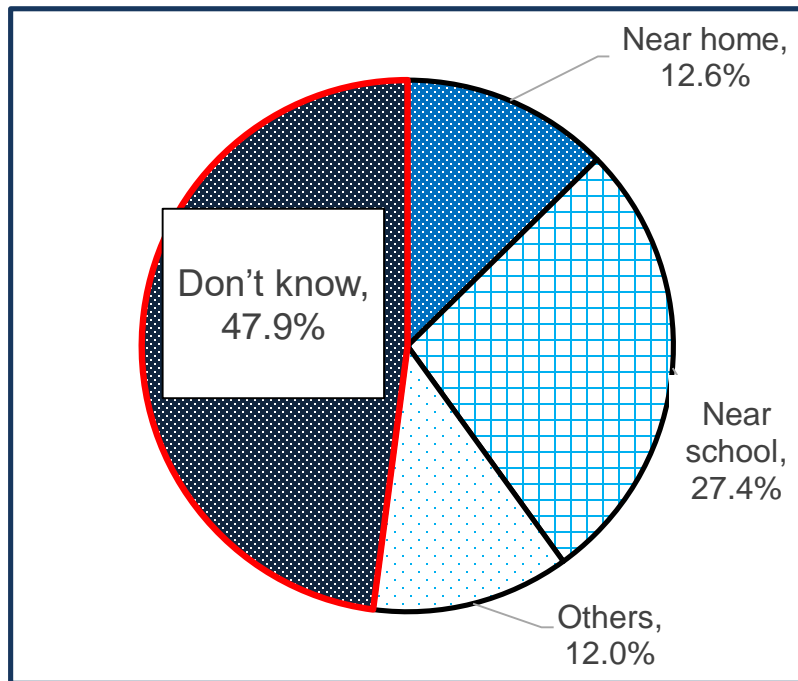
Traffic Safety Task Force Initiatives Part 1

Questionnaire results Part 2 Awareness of traffic accidents

Approx. 80% of the students who looked at the map understand where are incident frequent occurrence places

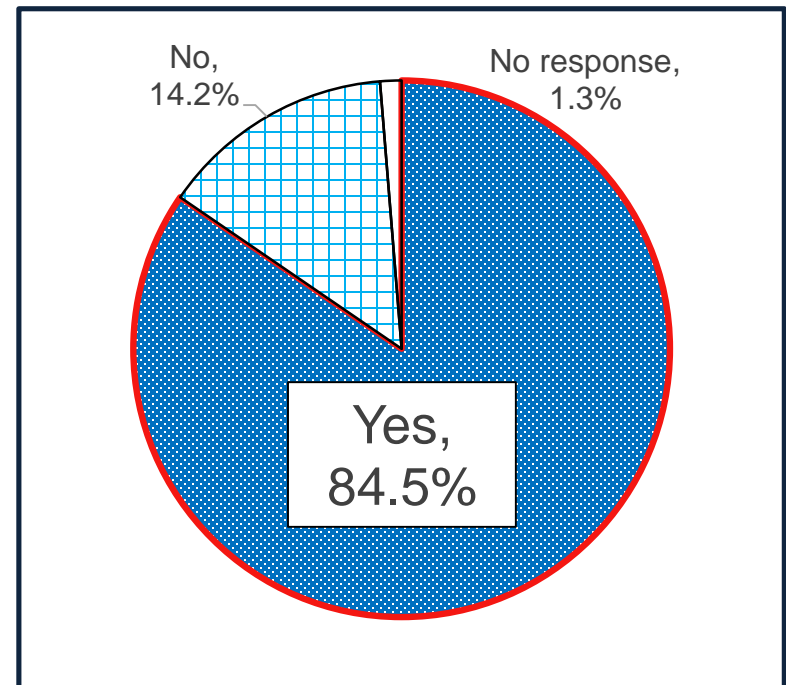
Fig. 12

Before looking at accident hotspot map



Q. Select the accident hotspots that you know about.

After looking at accident hotspot map



Q. Did you understand intersections with many accidents looking at the "Traffic accident hotspot map?"

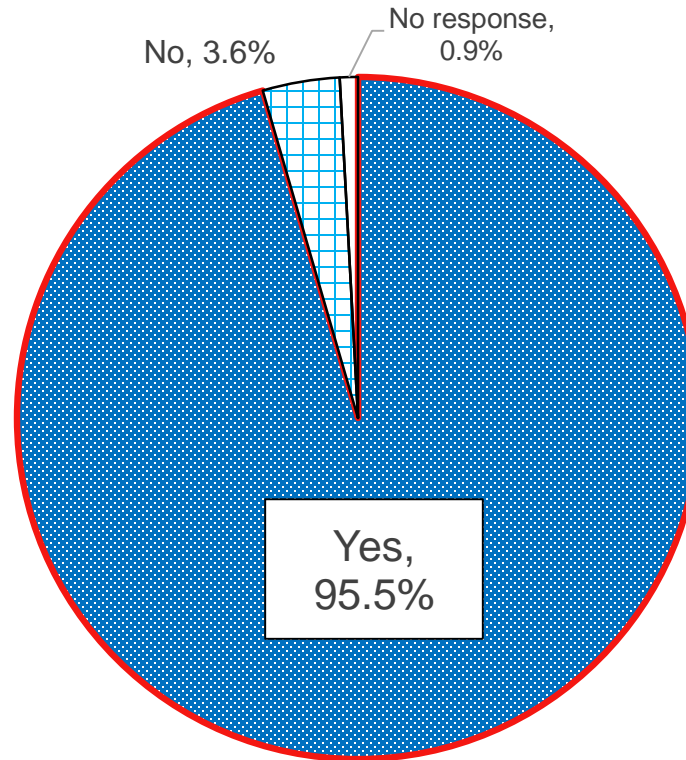
Traffic Safety Task Force Initiatives Part 1

Questionnaire results Part 3 Awareness of dangers of bicycle accidents

Approx. 90% of the students who read the leaflet said their awareness of the dangers of bicycle accidents increased.

Fig. 13

After seeing leaflets promoting traffic accident prevention and purchase of bicycle insurance



Q. Did your awareness of the dangers of bicycle accidents increased after reading the leaflet?

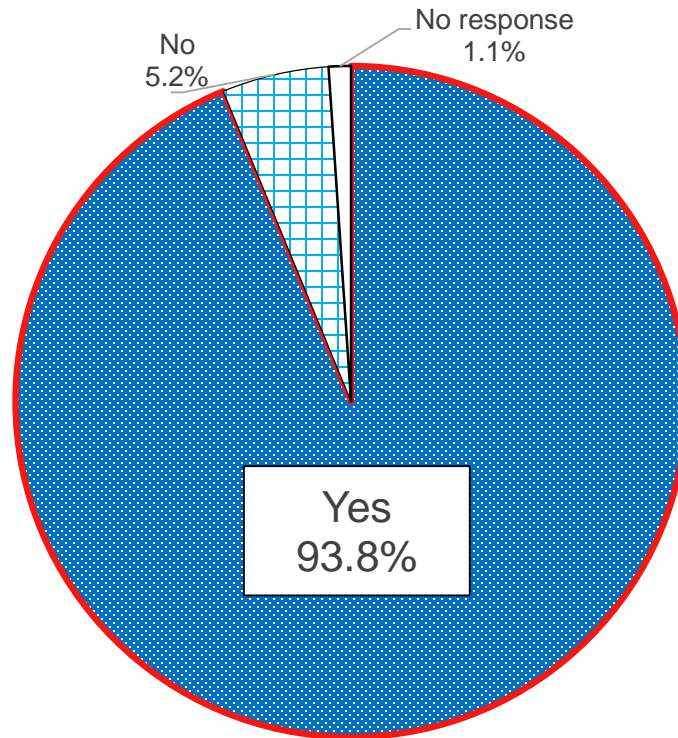
Source: Traffic Safety Task Force "Questionnaire on preventing traffic accidents (High school students) 2021"

Traffic Safety Task Force Initiatives Part 1

Questionnaire results Part 4 Changes in awareness of traffic safety

Approx. 90% of the students who looked at the map said their awareness of traffic accidents increased.

Fig. 14



Q. Did your awareness of traffic accidents increase after learning about accident hotspots?

Source: Traffic Safety Task Force “Questionnaire on preventing traffic accidents (High school students) 2021”

Traffic Safety Task Force Initiatives Part 1

Priority challenge (1)

There are many bicycle accidents involving senior high students.

Direction (1)

Raise awareness of traffic safety

Priority target

High school students

Initiative (3)

Street campaigns promoting prevention of bicycle accidents involving high school students



Details

- During the Traffic Safety Campaign period, the Police and companies cooperated with street campaigns targeting high school students who ride their bicycle to school
- Instruction was given on safely riding bicycles, and leaflets calling for accident prevention were distributed



Participati

- Traffic Safety Task Force
 - Police
 - Mitsui Sumitomo Insurance Co., Ltd. (signed a comprehensive cooperation agreement with Koriyama City)
- Koriyama City

Activity results and evaluation

Priority challenge (1): There are many bicycle accidents involving senior high students

	Details of indicator [Measurement method]	Unit	2016	2017	2018	2019	2020
Results of activities	Number of Traffic Accident Hotspot Intersection Map distributed (students)	copies	—	1,245	940	—	194
	Distribution of leaflets promoting traffic accident prevention and purchase of bicycle insurance New	copies	—	—	12,550	12,400	12,300
	Street campaigns promoting prevention of bicycle accidents involving high school students New	times	—	—	—	—	1
Short-term performance indicator	High school students' recognition of accident hotspots New	%	—	—	—	—	—
	High school students' awareness of the dangers of bicycle accidents New	%	—	—	—	—	—
Mid-term performance indicator	Changes in high school students' traffic safety awareness	%	—	—	—	—	—
Long-term performance indicator	Number of traffic accidents involving high school students	people	—	60	44	48	24

Traffic Safety Task Force Initiatives Part 2

Priority challenge (2)

Accidents involving elderly people are often serious

Direction (1)

Raise awareness of traffic safety

Target

Elderly

Initiative (4)

Traffic safety classes for the elderly



Details

- Traffic safety classes for the elderly are held in cooperate with the Police.

Result

2017	9 sessions
2018	10 sessions
2019	8 sessions
2020	0 sessions

(because of Covid-19 pandemic)

*The class organizers are planning to conduct a questionnaire of the participants

Traffic Safety Task Force Initiatives Part 2

- Priority challenge (2)
- Direction (1)
- Target
- Initiative (5)

Accidents involving elderly people are often serious

Raise awareness of traffic safety

Elderly

Promotion of voluntary return of driver's license by elderly

高齢者の皆さん! 交通事故に気をつけましょう

発行〇郡山市セーフコミュニティ推進協議会「交通安全対策委員会」

使って“あんしん”反射材

ぜひ反射材を活用しましょう!

歩行者の存在を積極的にドライバーに知らせることが有効です。夕暮れ時から明け方にかけては、ぜひ反射材を活用しましょう!
※横断歩道の利用など、交通ルールを守りましょう!

歩行中の事故に注意!

福島県内の高齢者の交通事故の内訳は「歩行中」が全体の43%であり、時間帯は74%が夜間です。

高齢者の交通事故 状態別死者数割合

原付・自二	7%
自転車	13%
自動車運転	26%
歩行者	43%
その他	1%

高齢歩行者の昼夜別死亡事故割合

昼間	26%
夜間	74%

福島県警察本部の交通事故データから算出(平成27年から令和元年までの5年間の平均値割合)

高齢ドライバーが安心して運転するには

福島県内の高齢運転者の事故(第1当事者)

	H27	H28	H29	H30	R1
発生件数(件)	1,379	1,207	1,238	1,064	925
乗者数(人)	1,659	1,429	1,469	1,247	1,068
死者数(人)	22	19	16	31	16

高齢者が交通事故の「加害者」になるケースが年間900件以上発生しています。体調を考えながら安全な運転を心掛けましょう!

- ・早めのライト点灯
- ・安全な速度での運転
- ・安全運転講習会などで自分の運転能力をチェック

交通安全教室の申し込みを受け付けています 無料

郡山市では、交通教育専門員による交通安全教室の講師を無料で派遣しています。お気軽にセーフコミュニティ課(電話024-924-2151)までお問い合わせください。
※学校や保育所、企業や高齢者施設、任意のグループ等、幅広い団体で利用可

【申し込み手順】

- ①セーフコミュニティ課に電話申し込み・日程調整
- ②申請書に必要事項を記入しセーフコミュニティ課へ(FAX、持参、郵送等)
- ③交通安全教室の開催

ご自身や家族の方が運転に不安を感じたら

高齢者運転免許証返納推進事業

免許証を返納された方にはバス・タクシー利用券を交付します。

[対象者] 75歳以上の郡山市民で運転免許証の全てを返納した方
※返納時に75歳以上の方が対象です。※失効された方は対象となりません。

[申請期間] 警察署又は運転免許センターへ免許証を返納した日から1年間
※返納した時に「取消通知書」の交付を受けてください。

[内容] 5,000円分(500円券×10枚綴り)のバス・タクシー利用券の交付
※お一人様1回限り、有効期限は1年間、本人のみ利用可能。

発行〇郡山市セーフコミュニティ推進協議会「交通安全対策委員会」
事務局 郡山市 市民部 セーフコミュニティ課 交通防犯係
電話 024-924-2151 FAX 024-921-1340

Details

• A leaflet giving an overview of the policy for voluntary return of driver's license and details for joining a traffic safety was created and distributed.

Result

- 13,000 copies created
- Distributed to the elderly at senior citizen clubs

Traffic Safety Task Force Initiatives Part 2

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 more relieved.**
- **Opportunities for elderly people to think about the voluntary return policy will increase.**

As a result ...

Elderly people (ages 75 and older) who voluntarily returned their driver's licenses

[Total from August 1, 2017 to August 31, 2021] 3,079 people

Of which, people who received bus/taxi tickets.

[Total from August 1, 2017 to August 31, 2021] 2,670 people



Traffic Safety Task Force Initiatives Part 2

- Priority challenge (2)
- Direction (1)
- Target
- Initiative (6)

Accidents involving elderly people are often serious
Raise awareness of traffic safety
Elderly
Distribution of nighttime reflectors to the elderly



【セーフコミュニティ交通安全対策委員会】
交通事故防止に関するアンケート

このアンケートは、ケガや事故のない安全・安心なまちづくり（セーフコミュニティ）を推進する「交通安全対策委員会」が、高齢者の皆様の交通事故防止を啓発するため実施するものです。
今後の、交通事故防止策の更なる充実のために、皆様の率直な御意見や御感想をお聞かせください。

◆年齢 () 才

問1：福島県内の高齢者の交通事故は、「歩行中」が全体の約4割、昼間より夜間が多いことをご存じですか。
1 知っていた 2 知らなかった

問2：反射材を身につけることは、夜間において自分の存在を運転手に知らせることに有効であることをご存じですか。
1 知っていた 2 知らなかった

問3：今まで反射材を活用したことはありますか。
1 ある (問5へ) 2 ない (問4へ) 3 分からない (問4へ)

問4：高齢者の事故の起こりうる状況 (問1) を知って、これから反射材を活用しようと思いますか。
1 思う 2 思わない 3 分からない

問5：啓発チラシやアンケートをうけて、交通安全に対する意識が高まりましたか。
1 はい 2 いいえ

問6：交通安全に関してご意見等があれば御記入ください。

～アンケートへの御協力ありがとうございました～

Details

- Reflectors and a leaflet on traffic safety for the elderly were distributed to elderly participating in the Iki-Iki Centenarian Exercises (Collaboration to Safety for Elderly Task Force)

Result

- August 2021 Exercise participants 18 people
- A questionnaire was conducted on the spot to check for changes in the elderly behavior and awareness (Questionnaire for the elderly was conducted don paper)

Traffic Safety Task Force Initiatives Part 2

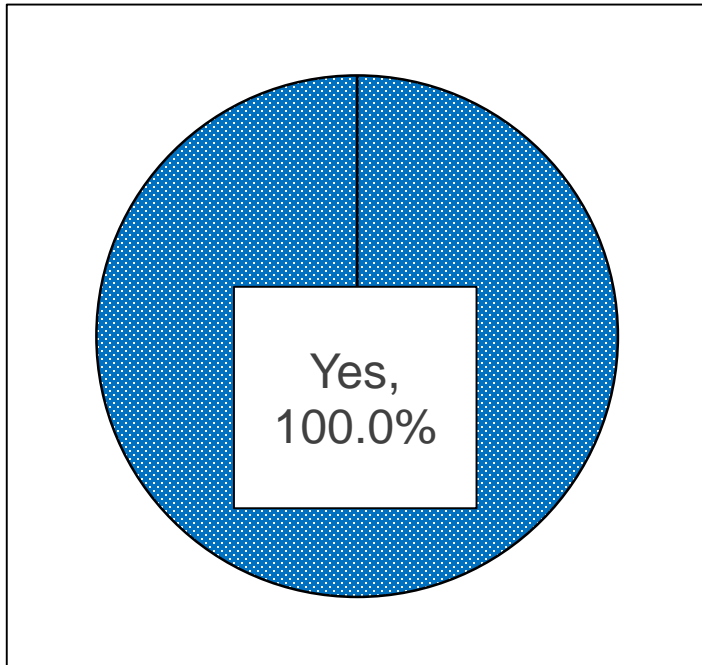
Initiative

Conduct questionnaire

Have the behavior and consciousness of the elderly changed?

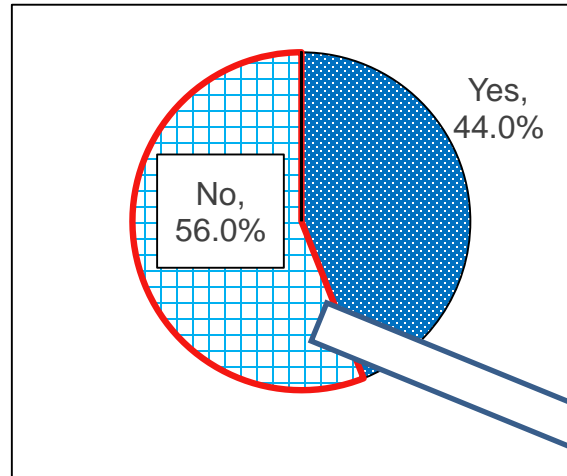
Fig. 15

Questionnaire results Part 1 Awareness of traffic accidents

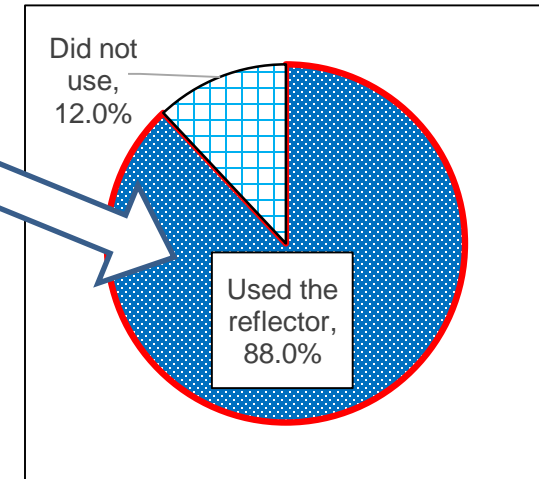


Q. Did your awareness of traffic safety change after reading the leaflet or taking part in the questionnaire?

Questionnaire results Part 2 Use of reflectors



Q. Have you used the reflector?



Q. Did you affix the reflector you received?

Source: Traffic Safety Task Force
"Questionnaire on preventing traffic accidents (Elderly) 2021"

Activity results and evaluation

Priority challenge (2): Accidents involving elderly people are often serious

	Details of indicator [Measurement method]	Unit	2016	2017	2018	2019	2020
Results of activities	Number of traffic safety classes for the elderly held	times	—	9	10	8	0
	Number of promotions to encourage elderly to voluntarily return driver's license (Number of leaflets distributed)	copies	—	—	13,000	13,000	13,000
	Number of nighttime reflectors distributed to the elderly New	copies	—	—	—	—	—
Short-term performance indicator	Changes in elderly person's traffic safety awareness	Place	—	—	—	—	—
	Number of driver's licenses voluntarily returned by the elderly	people	—	359	856	1,197	1,073
	Rate of elderly who wear nighttime reflectors New	%	—	—	—	—	—
Mid-term performance indicator	Changes in elderly person's traffic safety awareness	%	—	—	—	—	—
Long-term performance indicator	Number of traffic accidents involving the elderly (White paper on traffic, etc.)	cases	191	229	198	200	155

Traffic Safety Task Force Initiatives Part 3

- Priority challenge (3)
- Direction (2)
- Target
- Initiative (7)

There are many accidents at intersections.

Maintenance of environment

Around intersections

Survey of intersections



Details

- Conduct field survey of intersections with many accidents as shown on the traffic accident hotspot map
- Check traffic volume and visibility, etc., based on the details of actual accidents, and make recommendations to road administrators.

Result

- Kitada intersection
- Haryu-nishi intersection

Participating

- Traffic Safety Task Force Koriyama City



Kitada intersection



Haryu-nishi intersection

Activity results and evaluation

Priority challenge (3): There are many accidents at intersections.

	Details of indicator [Measurement method]	Unit	2016	2017	2018	2019	2020
Results of activities	Number of intersections investigated	Place	-	5	-	-	-
	Number of Traffic Accident Hotspot Intersection Map distributed (companies) New	copies	-	-	-	-	-
Short-term performance indicator	Number of improvements proposed to road administrators	Place	-	-	-	-	-
	Citizens' recognition of accident hotspots New	%	-	-	-	-	-
Mid-term performance indicator	Number of intersections improved following proposals	Place	-	-	-	-	-
	Changes in citizens' traffic safety awareness New	%	-	-	-	-	-
Long-term performance indicator	Number of traffic accidents at intersections (White paper on traffic, etc.)	cases	628	680	583	594	405

New initiatives (collaboration with Toyota Motors)

- From July 2021, Koriyama City and Toyota Motors have collaborated and started an initiative to reduce traffic accidents
- Upon the analysis of why certain places have more incidents than others, discuss about countermeasures to reduce incidents

→ Spots where many cars stop suddenly
 ● Frequent traffic accident points

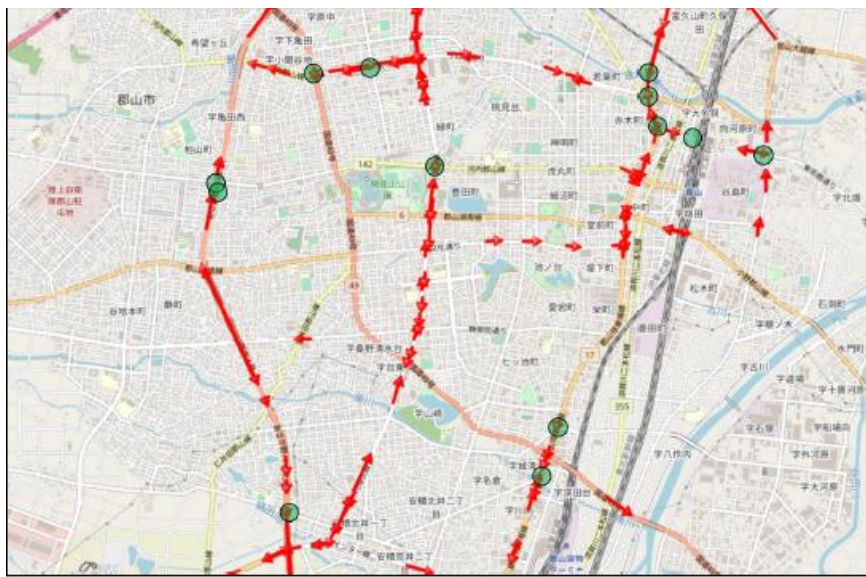


Fig. 16 Traffic flow velocity (vehicle speed) map

Found that, at the intersection which have incidents frequently, car drivers tend to put the brakes on suddenly.
 On the other hand, there are also some intersections with a little number of incident where car drivers put the brakes suddenly

New initiatives (collaboration with Toyota Motors)

- To propose effective countermeasure, making analysis on speed and volume of the traffic as well as sudden brakes

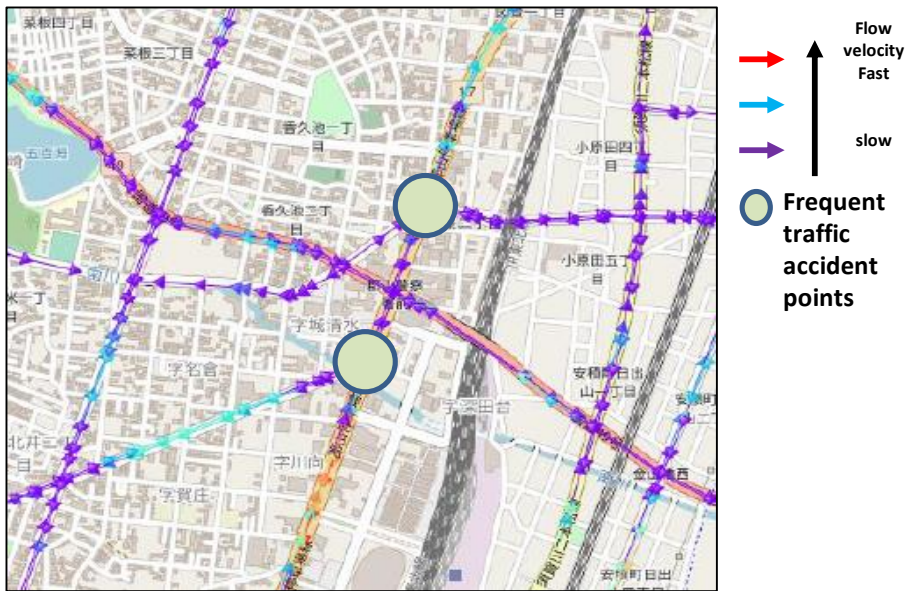


Fig. 17 Traffic flow velocity (vehicle speed) map

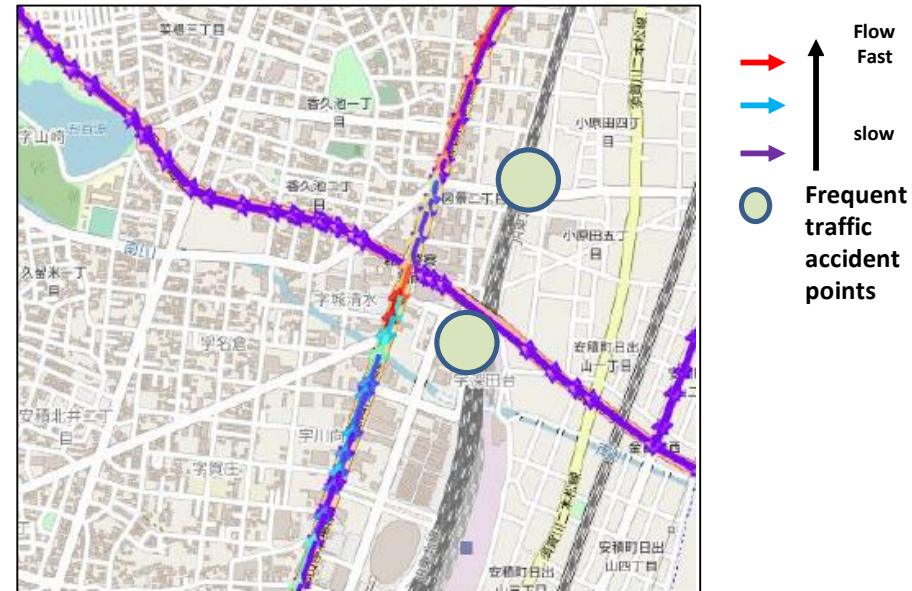


Fig. 18 Traffic flow map

The intersection where the volume and speed of the traffic change tend to have more incidents.

→Further research and analysis will be made ,then reflect to the improvement of the traffic environments

Current goals and future directions

Priority challenges	Current achievements	Future direction
Challenge 1 There are many bicycle accidents involving senior high students.	<ul style="list-style-type: none">• Updated traffic accident hotspot map• Updated promotional leaflets• Conducted street awareness-raising activities	<ul style="list-style-type: none">• Investigate and verify situation of accidents on traffic accident hotspot map• Verify performance
Challenge 2 Accidents involving elderly people are often serious	<ul style="list-style-type: none">• Held traffic safety classes• Promoted voluntary return of driver's license by elderly• Distributed reflectors	<ul style="list-style-type: none">• Raise awareness of traffic safety classes and voluntary return of driver's license• Promotional activities to promote the use of reflectors
Challenge 3 There are many accidents at intersections.	<ul style="list-style-type: none">• Conducted investigation of intersections• Analyzed causes of accidents at intersections	<ul style="list-style-type: none">• Link investigation results to study for improving road environment

Thank you for listening.

