

Definitions

HEE 302s

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AREA LEVEL OF RISK

- **The risk value that is determined by the driver for an area adjacent to his vehicle in a given situation (point in time). This value is determined by the number and criticality of the hazards that the driver encounters in relation to his speed and position (distance).**

AREA OF LATERAL ACCESS

- A roadway configuration which allows other vehicles to enter the driver's projected (See PROJECTED PATH OF TRAVEL) path of travel from near right angles either from the left or right (intersections, driveways, alleys).

AREA OF LIMITED SPACE

- A situation in which the driver does not have at least one car width of safe driveable space next to his projected path of travel.

AREA OF LIMITED VISION

- A situation in which the driver does not have a clear unobstructed view of those hazards which might close on his projected path of travel.

AREAS OR SITUATIONS THAT ENCOURAGE THE CHANGING OF LANES

- **Roadway configurations (expressway ramps or a four lane road going to 2 lanes) or traffic conditions (a slow lane of traffic traveling next to an open lane) that force or encourage the other vehicles (drivers) to change from one lane into your projected path of travel.**

BAC

**Blood Alcohol Concentration.
A BAC of .08 or greater is the
level at which a driver is
considered legally intoxicated
in Illinois**

CLOSING POTENTIAL

- rate of which the distance between the hazards and the driver's vehicle could be closed.

COLLISION POTENTIAL

- **Consequences that could be generated by a collision with the hazard.**

COMPROMISE

- The decision to minimize two or more hazards at the same time.

Crash

An occurrence which originates on public roadways involving a moving motor vehicle producing death, injury, or property damage in excess of \$500

CRITICALITY OF A HAZARD

- **The level of risk (conflict potential) generated by a hazard in relation to a driver's vehicle. For the driver, this level of risk is created by combining three characteristics of the hazard:**
 - **The collision potential (consequences) that could be generated by a collision with the hazard.**
 - **The closing potential (rate) at which the distance between the hazard and the driver's vehicle could be closed. The probability (likelihood) that the distance between the hazard and driver's vehicle will be closed.**

Driver

An occupant who is in actual physical control of a motor vehicle or, for an out-of-control vehicle, an occupant who was in control until control was lost.

It includes drivers of all types of motor vehicles.

FACTORS THAT PUT DRIVERS AT AN ADVANTAGE

- **An existing aspect of a H.T.S. situation and/or a vehicle operator ability that can help a driver in identifying hazards.**

FACTORS THAT PUT DRIVERS AT A DISADVANTAGE

- An existing aspect of a H.T.S. situation and/or a vehicle operator ability that could inhibit a driver in identifying hazards.**

FARS (Fatal Analysis Reporting System)

**Nationwide database
maintained by the National
Highway Traffic Safety
Administration, U.S.
Department of Transportation**

Fatality vs. Fatal Crash

A fatality is a death that results from a traffic crash. A fatal crash is a motor vehicle crash that results in the death of one or more persons. A fatal crash can cause one or more fatalities.

FOLLOWING DISTANCE

- **The distance maintained between one vehicle and another while traveling at any speed. This distance is the first part of the projected path of travel and can be measured as 4 – 8 second interval.**

HAZARD

- **An element within the H.T.S. having a collision and closing potential; i.e., vehicles pedestrians, animals, objects or obstructions.**

H.T.S. (HTS)

- The Highway Transportation System.

H.T.S. SITUATION

- The surface over which and adjacent to the projected path of travel and those hazards that could create conflict within the projected path of travel.

IMMEDIATE PATH OF TRAVEL

- The portion of the projected path of travel that represents the distance it would take the driver to bring his vehicle to a stop (i.e., perception, reaction, and braking distance). Use 4 second interval.

Injury Crash

Any motor vehicle crash that results in one or more non-fatal injuries.

“A” Injury (incapacitating injury)

Any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities he/she was capable of performing before the injury occurred.

“B” Injury (non incapacitating injury)

Any injury, other than a fatal or incapacitating injury, which evident to observers at the scene of the crash. Includes lump on head, abrasions, bruises, minor lacerations.

“C” Injury (possible injury)

Any injury reported or claimed which is not either "A" or "B". Includes momentary unconsciousness, claims of injuries not evident, limping, complaint of pain, nausea, hysteria.

Location (urban)-

Includes locations in or adjacent to a municipality or other urban area of over 5,000 population.

Location (rural)-

Includes all locations not classified as urban.

Mileage Death Rate

**Fatalities per 100 million
vehicle miles of travel (VMT).**

MANEUVERING EFFECTIVENESS

- **The driver ability to execute the appropriate response; i.e., steering, braking, accelerating, that will enable his vehicle to follow a hazard free immediate path of travel.**

MINIMIZE

- The decision to reduce the level of risk generated between the driver's vehicle and another hazard. This reduction of risk (assured distance) can be accomplished primarily through an appropriate choice of speed and/or lateral vehicle positioning.

Motorcyclist

Any occupant, either driver or passenger, of a motorcycle.

OBJECT OR OBSTRUCTION

- Those hazardous elements within the H.T.S. other than vehicles, pedestrians, or animals (e.g., poles, fences, chuckholes, trees, guard rails, etc.)

OTHER HIGHWAY USERS

- Other drivers of vehicles, pedestrians, and animals.

Pedalcyclist

Any occupant of a non-motorized vehicle which is propelled by pedaling. Included in this category are bicycles, tricycles, unicycles, and big wheels.

Pedestrian

Ay person who is not in or on a vehicle.

PROJECTED PATH OF TRAVEL (PPT)

- That driving surface, 12 seconds long and the width of the vehicle, over which the operator anticipates he will drive.

Senior Driver

**Any driver who is 65 years
of age or older.**

SEPARATE

- The decision to use an appropriate choice of speed that enables the driver to meet hazards or groups of hazards at different points in time (while they are separated).

SIPDE

- An acronym created by using the first letters from the words SEARCH (using a systematic approach to seeing what is in the driving environment), IDENTIFY (relevant hazards and influencing factors), PREDICT (the probability of hazards closing), DECIDE (The best way to manage time, distance, and speed relationships), EXECUTE (using the appropriate vehicle control).

Tractor-Trailer

Alternative term for semi-truck.

Travel

Vehicle miles driven.

Work Zone Crashes

Determined by location only. These are crashes that occur in the vicinity of roadway construction workers or designated work zone areas.

Young Driver

**Any driver who is
between the ages of 16
and 20 inclusive**