Fed Fleet 2011

1. Here to talk about driver safety, not here to learn how to drive properly, most of you have been driving so long you feel you could do it in your sleep, but that’s just the issue, that we consider driving a second-nature activity, we aren’t aware of how we’re driving, we just do it. This is how crashes happen. So that’s why we’re here today, we want to share facts and stories with you to give you a personal reason to increase your awareness when you’re behind the wheel.
2. International campaign, 13 million views on Youtube alone, says it all. And our message isn’t intended to stop here. We expect as leaders in the government, as leaders in our families, that you’ll take what you learn here and share it with people in your lives, people you care about.
3. Topics for today, goal is just to make you think, have these ideas bouncing around in your head when you get in your car.
4. If you were to get into a catastrophic collision, how would it impact the most important people in your life? These choices affect you, your family, your friends and the other people on the roads
5. On a typical day our mindset is oh, it won’t happen to me... until it does. These numbers are a serious threat to you and those around you. You need to be not only a good driver but also a defensive driver. By learning to drive more defensively, you can reduce your chances of being the next statistic.
6. The Facts
* Every...5…seconds.. a car crash occurs
* in off-the job injuries including cost associated with absenteeism, health care and productivity and unscheduled work interruptions
* U.S. in medical and work loss costs per year
* Leading cause of death ages 1-44

 - one death every 13 minutes.

* *Driving is your most dangerous daily activity- treat it that way*

**10.** Defensive Driving is having a proactive attitude behind the wheel, perceiving what the outcomes of a situation could be and doing everything reasonable to avoid crashes. A defensive driver holds safety as the number one priority on the road.

* A defensive driver does everything reasonable to avoid a collision or violation. If that means slowing down in bad weather, the defensive driver slows down. If it means letting a problem driver get ahead, the defensive driver lets the problem driver go and does not challenge the action.
	+ Different mindset: take responsibility for yourself and other drivers. That’s leadership.

**12.** Defensive driver does not blame the weather, the road, the traffic, or other drivers when something happens. They recognize the unpredictability

**13.** The fact is that we all take risks sometimes; and when we do, we temporarily let someone or something else take control of the situation.

* Before you choose to take a risk and give someone or something else control, you should ask yourself 2 questions
* If you answer “yes” even sometimes to these questions, you also have to accept the responsibility and results of risk-taking behavior. And often Someone Else will pay for it.

**16.** Common vehicle problems that can contribute to a collision include:

* + Headlights or taillights out
	+ Directional signals not working
	+ Worn wiper blades
	+ Worn tires
	+ Improper tire inflation
	+ Poor condition or failure of brakes
	+ No washer fluid
1. Clutter inside vehicles is also a dangerous cause of distraction- clean up what’s on the floor, especially what could roll towards your feet while you drive. And Turn your cell phones Off (will talk about this more later).
2. Make it a habit!
* Just like every other defensive driving habit, maintaining a schedule for regular vehicle check-ups is a habit that will pay off.
* Always check your owners’ manual and browse the internet to see about your particular vehicle
1. Blind spots are a major factor that can contribute to Lane Change/Merge collisions.
* Traditional mirror adjustment guidelines create large blind spots beside and behind your vehicle. These blind spots can block the entirety of other vehicles from view.
* To reduce the size of your blind spots, change the setting of your two exterior mirrors. You will still have blind spots but none of them will be large enough to block the entirety of another vehicle from view.

As vehicles approach from behind, you will see them in the interior rearview mirror.

• As vehicles move alongside and drift out of the interior mirror, they will be visible in the exterior side mirror.

• As vehicles leave the side mirror, they will be in your peripheral vision.

* Why are occupant protection systems so important? One way to understand their value is to look at the dynamics of a collision.
* Every motor vehicle collision actually includes three crashes
* One of the personal choices you can make as a driver is to protect yourself and your passengers EVERY TIME you get behind the wheel.
* The laws of physics do not know who you or your family are. If you break these laws, you and your family are not excused from the consequences.
* A properly fastened safety belt is your best protection during a collision. As a vehicle rapidly slows down, it distributes the force over the stronger and larger parts of your body. This includes your chest, hips, and shoulders. The safety belt stretches slightly to slow your body down.

**27. Lights**

* Sun glare at sunrise or dusk
* Snow glare
* Work zone lights
* Reflected light
* High beams from oncoming vehicles
* High beams from vehicles behind

**28**. **Skidding**

 Many drivers find it easier to visualize turning in the direction they want the front of the vehicle to go than to figure out which way they are skidding.

Depending on the loss of traction, you may have to repeat the steering out of a skid procedure a few times. The best defense in poor conditions is to slow down and increase following distance.

**34.** **Traffic Mix**

* Traffic conditions also include the different types of traffic—the traffic mix—that you encounter in your everyday driving. Part of what makes traffic conditions difficult is the variety of vehicles on the road. While you can control your vehicle’s condition, you cannot control the mix of traffic you encounter on the road.

**36.** Average length of a tractor-trailer is four to five times the length of a passenger car. If you cannot see the mirrors of a tractor-trailer, they cannot see you!

**41.**

#1: Speeding

* Know the speed limit.
* Adjust to conditions
* Allow enough time to reach your destination.
* Keep checking the speedometer.
* Drive in the right lane!
* When being tailgated, don’t speed up- slow down and encourage the vehicle to pass.

#2: Violating Right of Way

* ›› Look left. ›› Look straight ahead.
* ›› Look right. ›› Scan back left again.
* Will delay acceleration by two seconds and help ensure the intersection is clear before you enter it.
* Never mind the horn blowers behind you—they are not the ones going through the intersection first.

#4: Turning Improperly

* Keep vehicle close to the curb or road shoulder
* Check blind spot
* Signal

#5: Following Too Closely

* + Three reasons to keep your distance:
* **Perception distance** is the distance the vehicle travels during perception time (from the moment the event occurs—such as when the brake lights ahead come on— until the driver sees it and becomes aware of the danger).
* **Reaction distance** is the distance the vehicle travels while the driver is moving his or her foot from the accelerator to the brake.
* **Braking distance** is the distance the vehicle travels from the time the brake is applied until the vehicle stops.

**43.** Fatigue and Aggression and Distraction

* Drowsy driving can have catastrophic consequences
* If you find that you are becoming aggravated or are choosing unsafe, aggressive behaviors, try using these three steps to regain control:
* Today our lives are busier than ever. So, doing other tasks while driving may seem like a good use of our time, but these distractions take our attention away from driving. They also increase the risk of a collision. After all, it only takes a second for a collision to happen.
* The road conditions can change very quickly.
* Inattention occurs when you are involved in secondary tasks. Even thinking about something else, such as work or school or a conversation with others, can take your mind off of driving.
* National Highway Traffic Safety Administration- in 2009, drowsy driving crashes injured more than 30,000.
* Federal Highway Administration, The U.S. DOT - Cable barriers Continuous shoulder rumble strips and raised lane dividers

**46. Distraction**

**Network Fleet- instant driver feedback,**

Distraction accounted for 16% of traffic deaths in 2009 (up from 10% in 2005) and for 20% of injuries.

**No Such Thing as “Multitasking”**

* + Driving and talking on a phone requires the brain to

 switch back and forth between these tasks.

* + There is a “reaction-time switching cost”
	+ One task “primary” and the other “secondary.”

When driving is a secondary task for the brain, driving becomes impaired

**Before You Drive**

 Make adjustments to vehicle controls such as mirrors, seats, radios, or air conditioning

 before starting to drive or after you stop the vehicle.

• Know where you are going—read maps and check traffic conditions before driving.

• Leave an outgoing message on your phone that says you do not take calls while driving

**49. Texting**

30 states, D.C. and Guam ban text messaging for all drivers.

 In 2009, nearly 5,500 Americans died and 500,000 were injured in accidents involving a driver distracted by cell phone conversations, text messages or other nonessential activities.

* Texting while driving = 6 times more likely to result in an accident than

 driving while intoxicated

* Texting while driving brings eyes off the

 road an average of 4.6 out of 6 seconds

* At 55 MPH, one would travel the length of

 a football field, including the end zones,

 without looking at the road

**Executive Order 13513 October 1, 2009**

FEDERAL LEADERSHIP ON REDUCING TEXT MESSAGING WHILE DRIVING

Prohibits federal employees from texting behind the wheel while working or while using government vehicles and communications devices

**52. About the Course**

* State-of-the-art animation and graphics; engaging, interactive and informative
* Convenient training on personal computer
* Constantly improved with a biannual new edition
* Accredited course, acknowledged by insurance agencies (incentive for GSA Fleet drivers)
* It’s **growing even more since in 2011 FY so far we’ve already seen 27,000, average so far is 22 K**
* **Total to date: 110,566 Fleet drivers**
	+ 11 of the major participating agencies saw less accidents per million miles in 2008 and 2009, while they had higher participation numbers
	+ 7 of these agencies have seen higher accident rates over the years and have participated heavily in the DDC to combat the trend