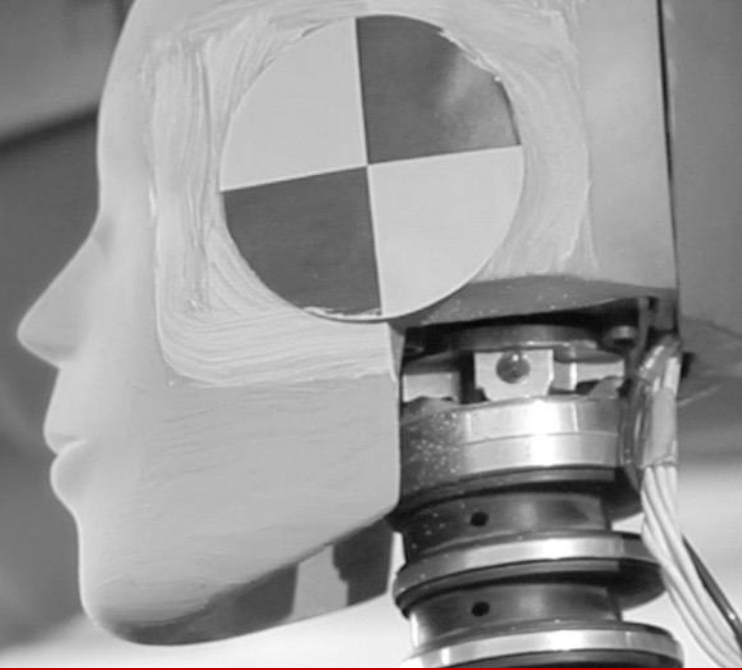


USDOT Large
Vehicle, Non-
Motorized Traffic
Safety Assessment



Max Sevareid
Regional Program Manager
NHTSA Region 10 Office, Seattle, WA

Missions & Offices

FMCSA

Federal Motor Carrier Safety Administration

- Prevent crashes, injuries, & fatalities involving large trucks & buses
 - Education
 - Innovation
 - Regulation
 - Enforcement
 - Financial Assistance
 - Partnerships
 - Full Accountability
- Olympia, WA

NHTSA

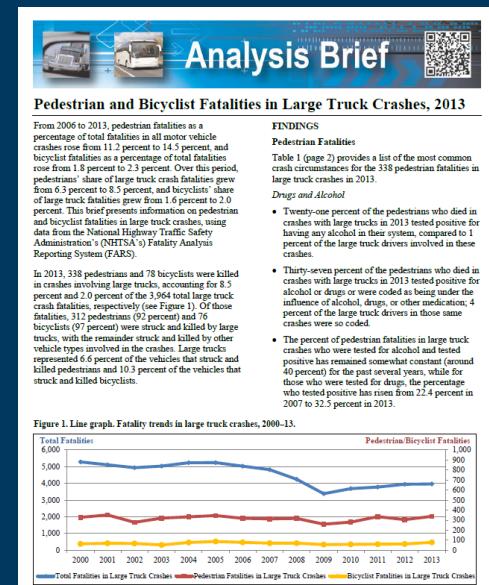
National Highway Traffic Safety Administration

- Prevent crashes, injuries & fatalities on roadways; reduce economic costs associated w/ traffic crashes
 - Education, enforcement, research safety standards
- Seattle (1st & Marion)



National Crash Problem

- In 2013, crashes involving large truck or bus claimed **4,251** lives lost
- **739** of those lives lost were large truck or bus occupants
- **3,512** of those lives lost were occupants of either a passenger vehicle, rider of a motorcycle or a **bicyclist or a pedestrian**
- Bicyclist & Pedestrian Fatalities (non-motorized traffic)
 - **78** Bicyclists (39% increase, 2009-2013)
 - **338** Pedestrians (30% increase, 2009-2013)
- WA-specific or Serious Injury data?



Top Crash Circumstances: Large Truck Crashes with a Pedestrian Fatality, 2013

Crash Circumstance	Type	Number	Percent
Area of crash was dark and not lighted	Environment	145	42.9%
Large truck driver was distracted or inattentive	Large Truck Driver	49	14.5%
Pedestrian tested positive for at least one drug	Pedestrian	76	22.5%
Pedestrian had a blood alcohol content of .08 or above	Pedestrian	68	20.1%
Pedestrian was in roadway working or playing	Pedestrian	65	19.2%
Pedestrian was in roadway improperly	Pedestrian	65	19.2%
Pedestrian failed to yield	Pedestrian	50	14.8%
Pedestrian was under influence of alcohol, drugs, or medication	Pedestrian	36	10.7%

Note: More than one crash circumstance can be coded for a pedestrian fatality.

Top Crash Circumstances: Large Truck Crashes with a Bicyclist Fatality, 2013

Crash Circumstance	Type	Number	Percent
Bicyclist failed to yield	Bicyclist	24	30.8%
Bicyclist tested positive for at least one drug	Bicyclist	13	16.7%
Bicyclist was younger than 15 years old	Bicyclist	10	12.8%
Bicyclist was under influence of alcohol, drugs, or other medication	Bicyclist	7	9.0%
Bicyclist darted or dashed	Bicyclist	7	9.0%
Bicyclist had a blood alcohol content of .08 or above	Bicyclist	7	9.0%
Large truck failed to yield	Truck Driver	6	7.7%
Area of the crash was dark and not lighted	Environment	9	11.5%
It was raining	Environment	5	6.4%

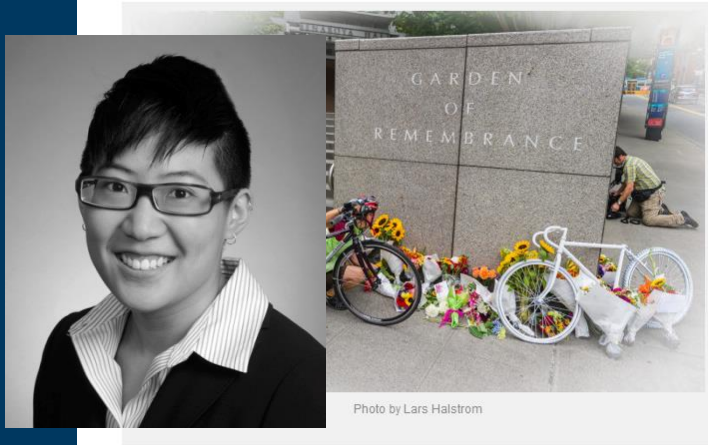
Note: More than one crash circumstance can be coded for a pedestrian fatality.

Stories

Sher Kung

Mother killed on 2nd Ave was attorney who helped bring down Don't Ask, Don't Tell

Posted on August 30, 2014 by Tom Fucoloro



Just one wrong turn — one missed glance into bike lane on 2nd Ave — and a man driving a box truck [struck and killed Sher Kung Friday](#). By witness accounts, the man driving the truck jumped into action and tried to help her, but became distraught when he realized it was too late. He made a left turn right in front of her while she biked in the skinny painted bike lane, and it killed the young mother.

SEATTLE BIKE BLOG

Photo: Perkins Coie website

Lance David

Riders honor cyclist killed in semi-truck accident

Local leaders, mourners and bike advocates participate in ride

By JOSHUA TRUJILLO, SEATTLEPI.COM STAFF Published 8:43 pm, Tuesday, May 7, 2013

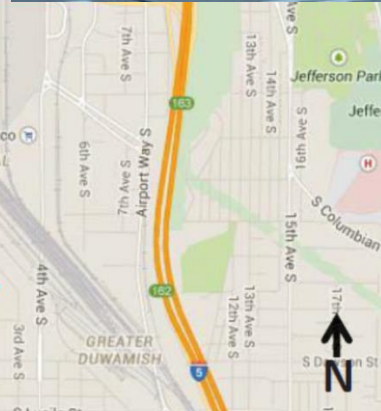
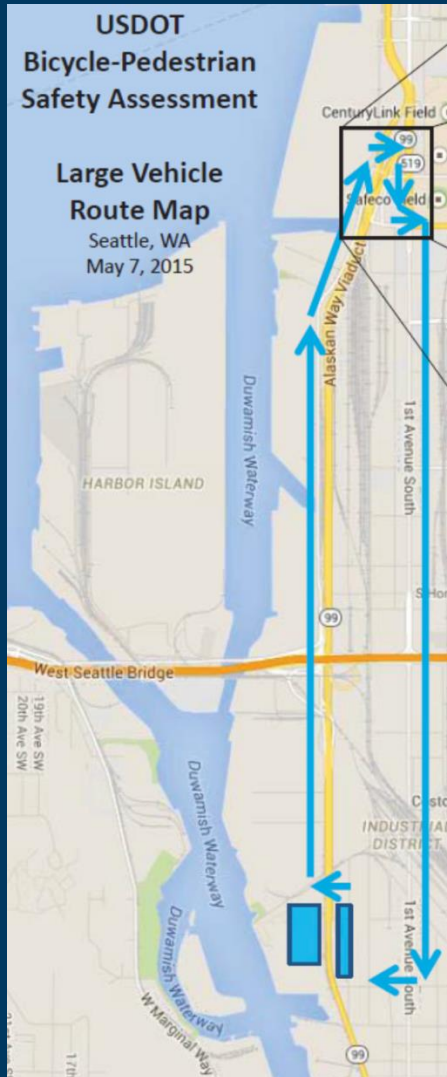


Story/Photos: JOSHUA TRUJILLO, SEATTLEPI.COM

Large Vehicle, Non-Motorized Traffic Safety Assessment

- Secretary Foxx Safer People, Safer Streets Initiative
- FMCSA led in WA
 - May 7, 2015, South of Seattle (Sodo)
 - only assessment including large trucks & buses
- Speakers & safety demonstrations
- Ride Alongs (truck or bus) or video of route
- Assessment Tool ranked perceptions of route
 - surface conditions; intersections; pavement markings; signage; & behavior of other road users
 - opinions on most pressing concerns, perceptions of overall safety by travel mode, infrastructure design, & public policy issues





Results

- ~ 100 people participated & learned
- 43 participants completed Assessment Tool
- Issues Observed
 - Intersections
 - difficult crossings for pedestrians & bicyclists
 - concerns that turning traffic would not see vulnerable users entering intersections or waiting on signals
 - Surface conditions, pavement markings, signage, behavior

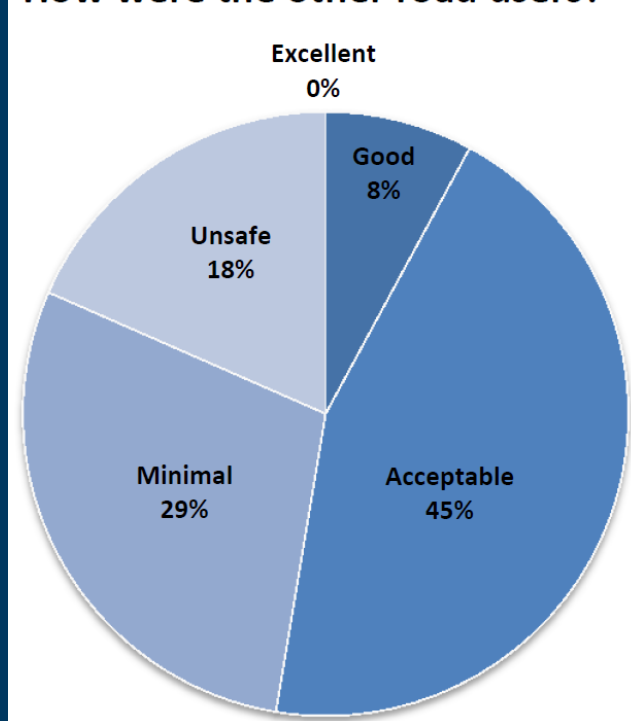


Results

Behavior

- Just under 1/2 of participants concerned about behavior of other road users
- Many participants were largely negative about behaviors they saw
 - Some positive comments about good behavior on part of truck drivers
- Reports of excessive speed by automobile drivers & unpredictable behaviors by bicycle riders
- Cars observed crossing over lane lines
- Some observed that bicycle riders seemed pressured by truck drivers, sense of general chaos in SoDo

How were the other road users?



Results

- **Truck Perspective on Bicycle/Truck Interaction**
 - Biggest concern unpredictability of cyclists and fear of hitting one
 - Most recommended separated bike lane infrastructure
 - Increased law enforcement
- **Bicycle Perspective on Bicycle/Truck Interaction**
 - Most common concern involved being hit by motor vehicle
 - Protected bike lanes most common recommendation
- **Policies, Measures, Rules for Improvement**
 - Most respondents listed infrastructure changes
 - Speed limit reductions, Speed Limiters
 - Clean bike lane policy
 - Enforcement for violations by all users
 - Education, mandatory bicycle training
 - Limiting access to certain modes on some corridors

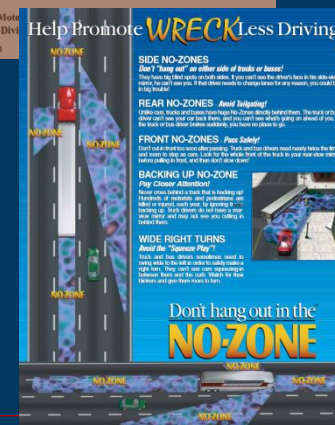
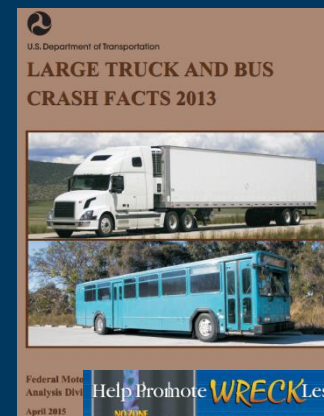


Conclusions

- Diverse Stakeholders
 - Perspectives varied
 - Recommendations were similar
- Findings
 - Modal Separation
 - Clear marking/signage to increase predictability
- Full report & findings available
 - Washington State U.S. Department of Transportation Large Vehicle, Non-Motorized Traffic Safety Assessment*

USDOT Resources

- Safer People, Safer Streets
 - <https://www.transportation.gov/safer-people-safer-streets>
- Link to overall report on all assessments
 - <https://www.transportation.gov/ped-bike-safety/pedestrian-and-bicyclist-safety-assessment-report>
- Links to assessment videos
 - <https://youtu.be/2J1cIm3zN9I>
- FMCSA Field Offices
 - <https://www.fmcsa.dot.gov/mission/field-offices>
- FMCSA No-Zone Campaign Materials
 - <http://www.sharetheroadsafely.gov/noZone/noZone.asp>
- FMCSA Grants Landing Page
 - www.fmcsa.dot.gov/mission/grants



Safer drivers. Safer cars. Safer roads.

Max Sevareid

max.sevareid@dot.gov

www.NHTSA.gov

Don't hang out in the
NO-ZONESM

