USDOT Large Vehicle, Non-Motorized Traffic Safety Assessment
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)
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

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

Note: More than one crash circumstance can be coded for a pedestrian fatality.
## Top Crash Circumstances: Large Truck Crashes with a Bicyclist Fatality, 2013

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

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

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.

Photo: Perkins Coie website

Lance David

Riders honor cyclist killed in semi-truck accident

Local leaders, mourners and bike advocates participate in ride

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
Safer drivers. Safer cars. Safer roads.
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
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
• 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.
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