U.S. DOT Mayors’ Challenge

Pedestrians, Bicyclists, and FMCSA

November 18, 2015
Presentation Outline

- The Mayors’ Challenge
- Who are we?
  - Introduction to the Federal Motor Carrier Safety Administration
- FMCSA Research
  - Research Overview
  - Bicycle-Pedestrian Fatalities Report
- Entry-Level Driver Training
  - Upcoming Notice of Proposed Rulemaking (NPRM)
Presentation Outline, continued

- FMCSA Local Resources
  - Resources for Local Law Enforcement
  - Grants for Local Communities
- Seattle, Washington Pedestrian and Bicyclist Road Safety Assessment
- Discussion/Questions & Answers
Mayors’ Challenge

- Part of USDOT “Safer People, Safer Street” Initiative
  - Recognizes the many benefits on walking and biking
  - Addresses non-motorized safety issues
  - Helps communities create safer, better connected bicycling and walking networks

- Mayors and elected city officials sponsor and lead Challenge events in their communities
  - 240 Cities in 45 States have taking up the Challenge

- Working together for Safer People and Safer Streets
Federal Motor Carrier Safety Administration

An Introduction

Jack Van Steenburg, Chief Safety Officer
Our Mission

Safety is our highest priority. We work to prevent crashes, injuries, and fatalities involving large trucks and buses through:

- Education
- Innovation
- Regulation
- Enforcement
- Financial Assistance
- Partnerships
- Full Accountability
Trucks and Buses by the Numbers

Large trucks and buses represent:

- 4% of the registered vehicles in the U.S.
- 9% of the vehicle miles traveled
- 13% of the crashes
- 13% of the traffic fatalities

Source: Federal Highway Administration (FHWA) and National Highway Traffic Safety Administration (NHTSA)
Crash Data

- In 2013, 3,806 crashes involving a 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 and Pedestrian Fatalities
- 78 Bicyclists
- 338 Pedestrians

Source: NHTSA
Fatal Crashes: Top 10 States and Top 10 Counties of those States

Legend
- Top 10 Counties
- Top 10 States

Source: NHTSA, Fatality Analysis Reporting System (FARS) 2010 & WCMIS Crash Master Dec 14, 2012

FMCSA: BH2

Federal Motor Carrier Safety Administration
Key Safety Process Areas

- **Registration**
  - Companies register with FMCSA
  - USDOT # Operating Authority

- **Inspection**
  - Inspect vehicles and drivers and record safety compliance data
  - Roadside Weigh Stations Traffic Enforcement

- **Compliance**
  - Investigators visit companies and record safety compliance data
  - Company Site Visits / Interventions

- **Enforcement**
  - Enforcement brings legal action against companies not in compliance
  - Legal Action
Pedestrian and Bicyclist Fatalities in Large Truck Crashes Report

Jenny Guarino, Statistician
Office of Analysis, Research, and Technology
Overview

FMCSA’s Office of Analysis, Research, and Technology is working on projects to provide:

- Better understanding of the causes of crashes.
- Improved fatigue-alerting technologies.
- Reductions in driver fatigue via driver/carrier education.
- Improved driver training for CMV drivers.
- Analytical underpinnings for FMCSA’s rules.
- Technology that will help change driver behavior.
- Best practices for the trucking and motorcoach industries.
- Innovative tools to improve safety.
Sample Publications

Large Truck and Bus Crash Facts

Pocket Guide to Large Truck and Bus Statistics

FMCSA Analysis, Research, and Technology Briefs
Pedestrian and Bicyclist Fatalities in Large Truck Crashes, 2013

Pedestrian and Bicyclist Fatalities in Large Truck Crashes, 2013

From 2006 to 2013, pedestrian fatalities as a percentage of total fatalities in all motor vehicle crashes declined from 1.2 percent to 0.7 percent, and bicyclist fatalities as a percentage of total fatalities rose from 0.1 percent to 0.2 percent. Over this period, pedestrian and bicyclist fatalities increased. The Federal Motor Carrier Safety Administration (FMCSA) conducted a study on pedestrian and bicyclist fatalities in large truck crashes in 2013.

In 2013, 1,118 pedestrians and 78 bicyclists were killed in crashes involving large trucks, accounting for 3.4 percent and 0.2 percent of the 33,693 total large truck crash fatalities, respectively. Of those fatalities, 1,085 pedestrians (97.2 percent) and 78 bicyclists (93.6 percent) were struck and killed by large trucks, while 32 pedestrians and 4 bicyclists were killed in crashes involving large trucks driven by same-vehicle occupants who had either consumed alcohol or were under the influence of alcohol, drugs, or other substances.

The percentage of pedestrians killed in large truck crashes who were involved in alcohol- or drug-related crashes decreased from 8.4 percent in 2006 to 2.1 percent in 2013.

The percentage of bicyclists killed in large truck crashes who were involved in alcohol- or drug-related crashes increased from 0.6 percent in 2006 to 2.6 percent in 2013.
Pedestrian Fatalities in Large Truck Crashes, 2003–2013

Pedestrian Fatalities: 2003 - 2013

- 2003: 320
- 2004: 333
- 2005: 346
- 2006: 318
- 2007: 313
- 2008: 317
- 2009: 259
- 2010: 280
- 2011: 335
- 2012: 305
- 2013: 338

Source: NHTSA

30% increase from 2009–2013
Bicyclist Fatalities in Large Truck Crashes, 2003–2013

Source: NHTSA
Pedestrian & Bicyclist Fatalities in Large Truck Crashes, 2013

Source: NHTSA
Pedestrian and Bicyclist Fatalities in Crashes Involving Large Trucks by State, 2013

**Pedestrian Fatalities**

<table>
<thead>
<tr>
<th>State</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>California</td>
<td>35</td>
<td>10.4%</td>
</tr>
<tr>
<td>Texas</td>
<td>35</td>
<td>10.4%</td>
</tr>
<tr>
<td>New York</td>
<td>30</td>
<td>8.9%</td>
</tr>
<tr>
<td>Florida</td>
<td>21</td>
<td>6.2%</td>
</tr>
<tr>
<td>North Carolina</td>
<td>17</td>
<td>5.0%</td>
</tr>
<tr>
<td><strong>U.S. Total</strong></td>
<td><strong>338</strong></td>
<td><strong>100.0%</strong></td>
</tr>
</tbody>
</table>

**Bicyclist Fatalities**

<table>
<thead>
<tr>
<th>State</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>California</td>
<td>16</td>
<td>20.5%</td>
</tr>
<tr>
<td>Florida</td>
<td>10</td>
<td>12.8%</td>
</tr>
<tr>
<td>Illinois</td>
<td>5</td>
<td>6.4%</td>
</tr>
<tr>
<td>Texas</td>
<td>4</td>
<td>5.1%</td>
</tr>
<tr>
<td>Tennessee</td>
<td>4</td>
<td>5.1%</td>
</tr>
<tr>
<td><strong>U.S. Total</strong></td>
<td><strong>78</strong></td>
<td><strong>100.0%</strong></td>
</tr>
</tbody>
</table>

Source: NHTSA
92% of pedestrians killed in large truck crashes were struck by the large truck:

| Pedestrian Fatalities in Large Truck Crashes by the Vehicle Type that Struck and Killed Them, 2013 |
|---------------------------------|--------|----------|
| **Vehicle Type**                | **Number** | **Percent** |
| Passenger Car                  | 12      | 3.6%      |
| Light Truck                    | 13      | 3.8%      |
| Large Truck                    | 312     | 92.3%     |
| Other Vehicle Type             | 1       | 0.3%      |
| **Total**                      | 338     | 100.0%    |

Source: NHTSA
Bicyclist Fatalities in Crashes Involving Large Trucks, 2013

- 97% of bicyclists killed in large truck crashes were struck by the large truck:

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger Car</td>
<td>1</td>
<td>1.3%</td>
</tr>
<tr>
<td>Light Truck</td>
<td>1</td>
<td>1.3%</td>
</tr>
<tr>
<td>Large Truck</td>
<td>76</td>
<td>97.4%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>78</strong></td>
<td><strong>100.0%</strong></td>
</tr>
</tbody>
</table>

Source: NHTSA
### Top 10 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>The area of the crash was dark and not lighted</td>
<td>Environment</td>
<td>145</td>
<td>42.9%</td>
</tr>
<tr>
<td>The large truck driver was distracted or inattentive</td>
<td>Large Truck Driver</td>
<td>49</td>
<td>14.5%</td>
</tr>
<tr>
<td>The first harmful event in the crash was not a collision with the pedestrian</td>
<td>Other</td>
<td>53</td>
<td>15.7%</td>
</tr>
<tr>
<td>The pedestrian tested positive for at least one drug</td>
<td>Pedestrian</td>
<td>76</td>
<td>22.5%</td>
</tr>
<tr>
<td>The pedestrian had a blood alcohol content of .08 or above</td>
<td>Pedestrian</td>
<td>68</td>
<td>20.1%</td>
</tr>
<tr>
<td>The pedestrian was in the roadway working or playing</td>
<td>Pedestrian</td>
<td>65</td>
<td>19.2%</td>
</tr>
<tr>
<td>The pedestrian was in the roadway improperly</td>
<td>Pedestrian</td>
<td>65</td>
<td>19.2%</td>
</tr>
<tr>
<td>The pedestrian failed to yield</td>
<td>Pedestrian</td>
<td>50</td>
<td>14.8%</td>
</tr>
<tr>
<td>The pedestrian darted or dashed</td>
<td>Pedestrian</td>
<td>49</td>
<td>14.5%</td>
</tr>
<tr>
<td>The pedestrian was under the 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.

Source: NHTSA
Top 10 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 the 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>Bicyclist made an improper turn</td>
<td>Bicyclist</td>
<td>5</td>
<td>6.4%</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.

Source: NHTSA
FMCSA Policy

Changes to Entry-Level Driver Training

Shannon Watson, Senior Policy Advisor
FMCSA Office of Policy
Entry-Level Driver Training

- Section 32304 of MAP-21
- The regulations must address knowledge and skills for drivers, with specific requirements for drivers seeking a passenger or Hazardous Materials endorsement.
- Classroom and behind-the-wheel training is required.
- Rules must require that training providers demonstrate that their training meets the Federal standards.
- February 2015 – May 2015: Negotiated Rulemaking Committee meetings were conducted.
ELDT Advisory Committee Recommendations

- Class A Commercial Driver’s License (CDL) – 30 hours of behind-the-wheel (BTW) training.
- Class B CDL – 15 hours of behind-the-wheel training.
- Extensive classroom training will be included.
- All CDL training providers would be listed on a Training Provider Registry; training providers would complete an identification report and provide a biennial update.
- Training providers must submit training certificates to FMCSA; FMCSA will transmit the certificates to the State licensing agency.
- NPRM drafted, under OMB review; Final Rule planned for Fall 2016.
ELDT Advisory Committee Recommended Curricula

Six (6) separate curricula recommended:

- Class A CDL
- Class B CDL
- Hazardous Materials (H) endorsement
- Passenger (P) endorsement
- School Bus (S) endorsement
- Refresher training (R) restriction
ELDT Advisory Committee Recommendations, cont.

- School bus endorsement and refresher training not mandated in MAP-21.
- Will include instruction for drivers to look out for road hazards, pedestrians, and bicyclists.
- FMCSA working with American Association of Motor Vehicle Administrators (AAMVA) and State Driver Licensing Agencies (DLAs) to include pedestrian/bicycle safety in State manuals for Commercial Learner’s Permit (CLP) holders.
Local and Regional Resources

Earl Hardy, Senior Policy Advisor
Office of the Assistant Administrator and Chief Safety Officer

Jack Kostelnik, Team Leader
State Programs Division
Traffic Enforcement Training

- Large Truck and Bus Traffic Enforcement Training Opportunities for Law Enforcement Officers.
- Purpose is to provide the knowledge, skills and resources appropriate to safely and effectively conduct commercial motor vehicle stops to deter unsafe driving behaviors or motor vehicle law violations.
Traffic Enforcement Training, cont.

● Goals

● Provide law enforcement officers who have a duty and responsibility to enforcement traffic laws increased knowledge about truck and bus safety issues.

● Provide the knowledge and skills appropriate to safely and effectively conduct large truck and bus vehicle stops after observing an illegal and/or unsafe driving behavior.
US DOT Traffic Enforcement Video

www.fmcsa.dot.gov/safety/driver-safety/large-truck-and-bus-traffic-enforcement
SaferBus App

Search USDOT# or Company Name

Learn About the Safety Performance of Motorcoach & Bus Companies
Local and Regional Grants

● High Priority Grants are awarded primarily to States and local jurisdictions to
  ● Improve truck and bus safety
  ● Increase public awareness and education about trucks and buses
  ● Support specific safety priorities (e.g., pedestrian and bicycle safety around large trucks and buses)
Local and Regional Grants

- **Third Quarter 2016, Fiscal Year 2017 (Oct. 1 – Sept. 30)** Notice of Funding Availability (NOFA) is anticipated to be posted on [www.grants.gov](http://www.grants.gov)
  - Payment is by reimbursement for eligible expenditures.
  - Grant Period of Performance is from execution date plus one additional fiscal year.

- **Project Types**
  - High Priority Grants Generally have a 80% Federal and 20% State or Local Match.
  - Public Education & Outreach Activities may be reimbursed at 100%.
Local and Regional Grants, cont.

- All applicants must apply through Grants.gov
  - Applicants must have a Grants.gov account and an active account in the System for Award Management to apply.
  - Applications will be reviewed by a Review Panel based upon criteria listed in the NOFA.
Large Vehicle, Non-Motorized Traffic Safety Assessment

Jeff James, Division Administrator

Washington State
Overview

- Jeff James, Division Administrator
- Large Vehicle, Non-Motorized Traffic Safety Assessment
  - Date: May 7, 2015
  - Location: Seattle, Washington
  - Purpose: Demonstrate Commitment to Safer Cities & Safer Streets Program
Multimodal Non-Motorized Large Vehicle Safety Assessment Video

https://www.youtube.com/watch?v=eMxVcQeCzFl
Conclusions

● Diverse Stakeholders
  ● Perspectives varied
  ● Recommendations were similar

● Findings
  ● Modal Separation
  ● Clear marking/signage to increase predictability
Resources
FMCSA Resources

- FMCSA Field Offices
  - https://www.fmcsa.dot.gov/mission/field-offices

- FMCSA Grants Landing Page
  - www.fmcsa.dot.gov/mission/grants

- FMCSA Traffic Enforcement Landing Page
  - www.fmcsa.dot.gov/trafficenforcement

- FMCSA Resources for Bicyclists and Pedestrians
  - www.fmcsa.dot.gov/safety/resources-bicyclists-and-pedestrians
DOT Resources

● Mayors’ Challenge
  ● https://www.transportation.gov/mayors-challenge

● Safer People, Safer Streets
  ● https://www.transportation.gov/safer-people-safer-streets

● Link to complete assessment report