



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



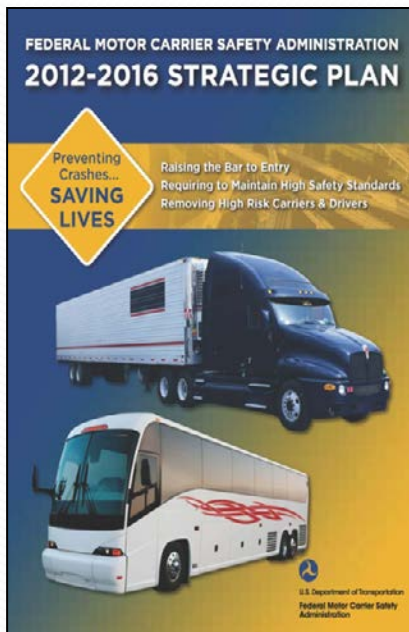
Federal Motor Carrier Safety Administration

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)



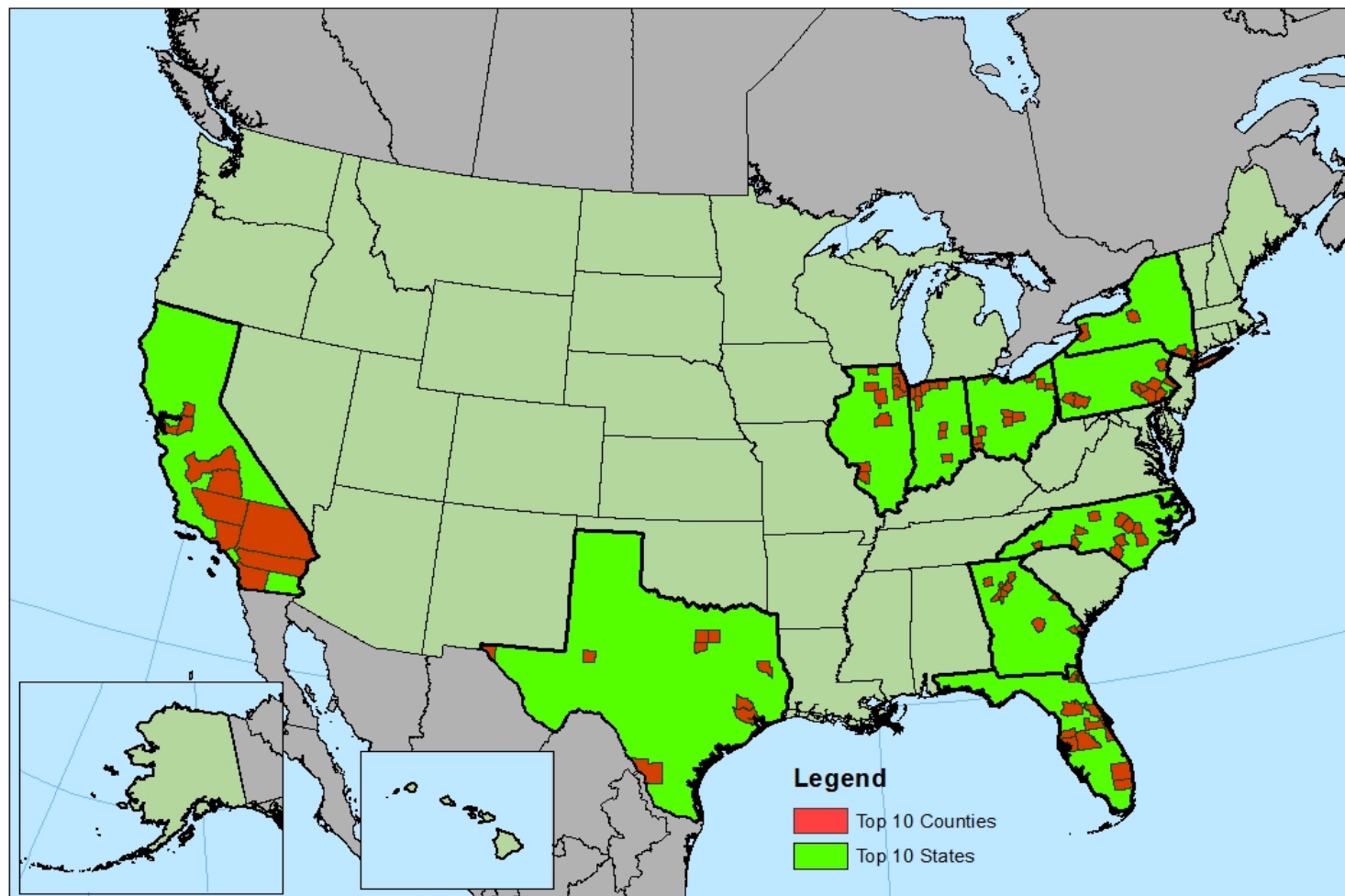
Crash Data

- 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

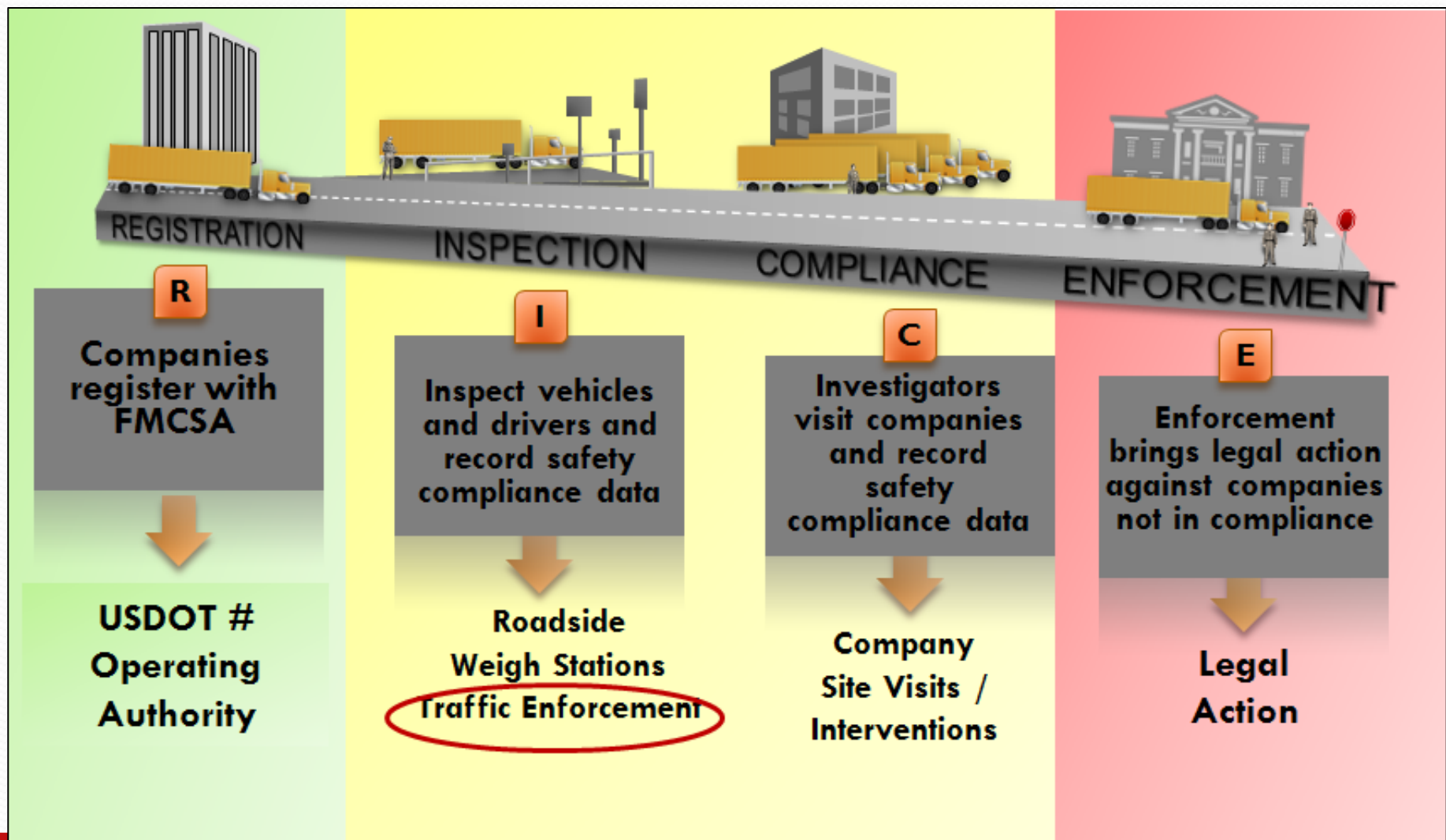


U.S. Department of Transportation
Federal Motor Carrier Safety Administration

Source: NHTSA, Fatality Analysis Reporting System (FARS) 2010 & MCMIS Crash Master Dec 14, 2012
MAPID: EH2



Key Safety Process Areas





FMCSA Research

Pedestrian and Bicyclist Fatalities in Large Truck Crashes Report

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



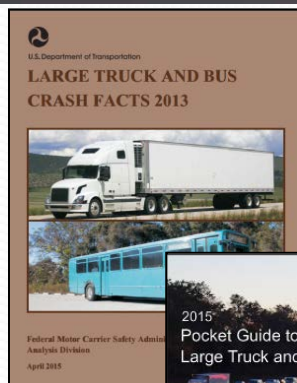
Overview

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.



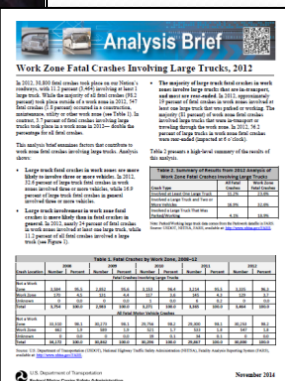
Sample Publications

[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 rose from 11.2 percent to 14.5 percent, and bicyclist fatalities as a percentage of total fatalities rose from 1.5 percent to 2.3 percent. Over this period, pedestrians' share of large truck crash fatalities grew from 6.3 percent to 8.5 percent, and bicyclists' share of large truck fatalities grew from 1.6 percent to 2.0 percent. This brief presents information on pedestrian and bicyclist fatalities in large truck crashes, using data from the National Highway Traffic Safety Administration's (NHTSA's) Fatality Analysis Reporting System (FARS).

In 2013, 338 pedestrians and 78 bicyclists were killed in crashes involving large trucks, accounting for 8.5 percent and 2.0 percent of the 3,964 total large truck crash fatalities, respectively (see Figure 1). Of those fatalities, 312 pedestrians (92 percent) and 76 bicyclists (97 percent) were struck and killed by large trucks, with the remainder struck and killed by other vehicle types involved in the crashes. Large trucks represented 6.6 percent of the vehicles that struck and killed pedestrians and 10.3 percent of the vehicles that struck and killed bicyclists.

FINDINGS

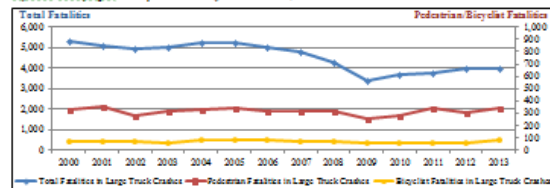
Pedestrian Fatalities

Table 1 (page 2) provides a list of the most common crash circumstances for the 338 pedestrian fatalities in large truck crashes in 2013.

Drugs and Alcohol

- Twenty-one percent of the pedestrians who died in crashes with large trucks in 2013 tested positive for having any alcohol in their system, compared to 1 percent of the large truck drivers involved in those crashes.
- Thirty-seven percent of the pedestrians who died in crashes with large trucks in 2013 tested positive for alcohol or drugs or were coded as being under the influence of alcohol, drugs, or other medication; 4 percent of the large truck drivers in those same crashes were so coded.
- The percent of pedestrian fatalities in large truck crashes who were tested for alcohol and tested positive has remained somewhat constant (around 40 percent) for the past several years, while for those who were tested for drugs, the percentage who tested positive has risen from 22.4 percent in 2007 to 32.5 percent in 2013.

Figure 1. Line graph, Fatality trends in large truck crashes, 2000-13.

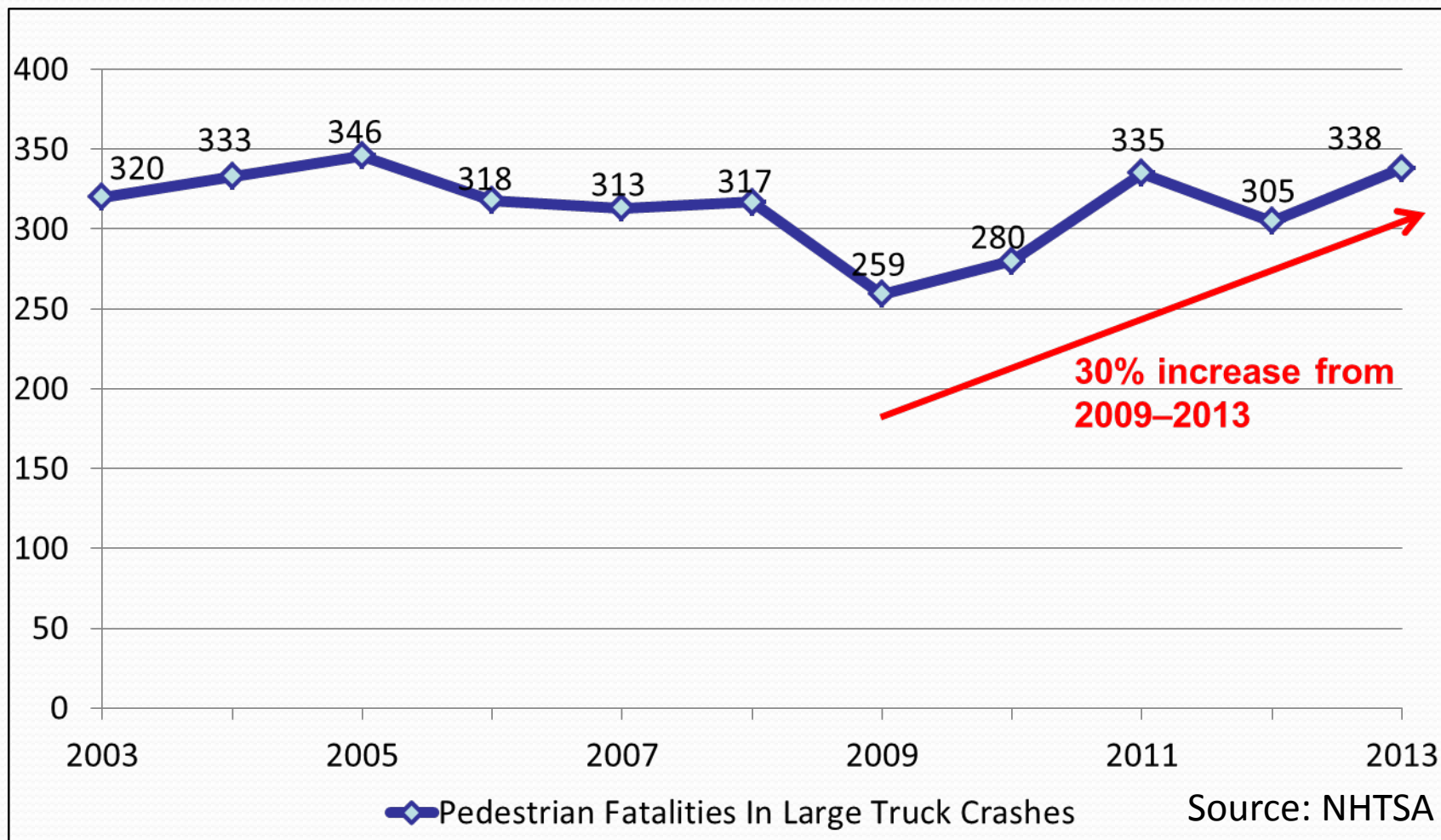


Data Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Pedestrian and Bicyclist Fatalities in Large Truck Crashes, 2013

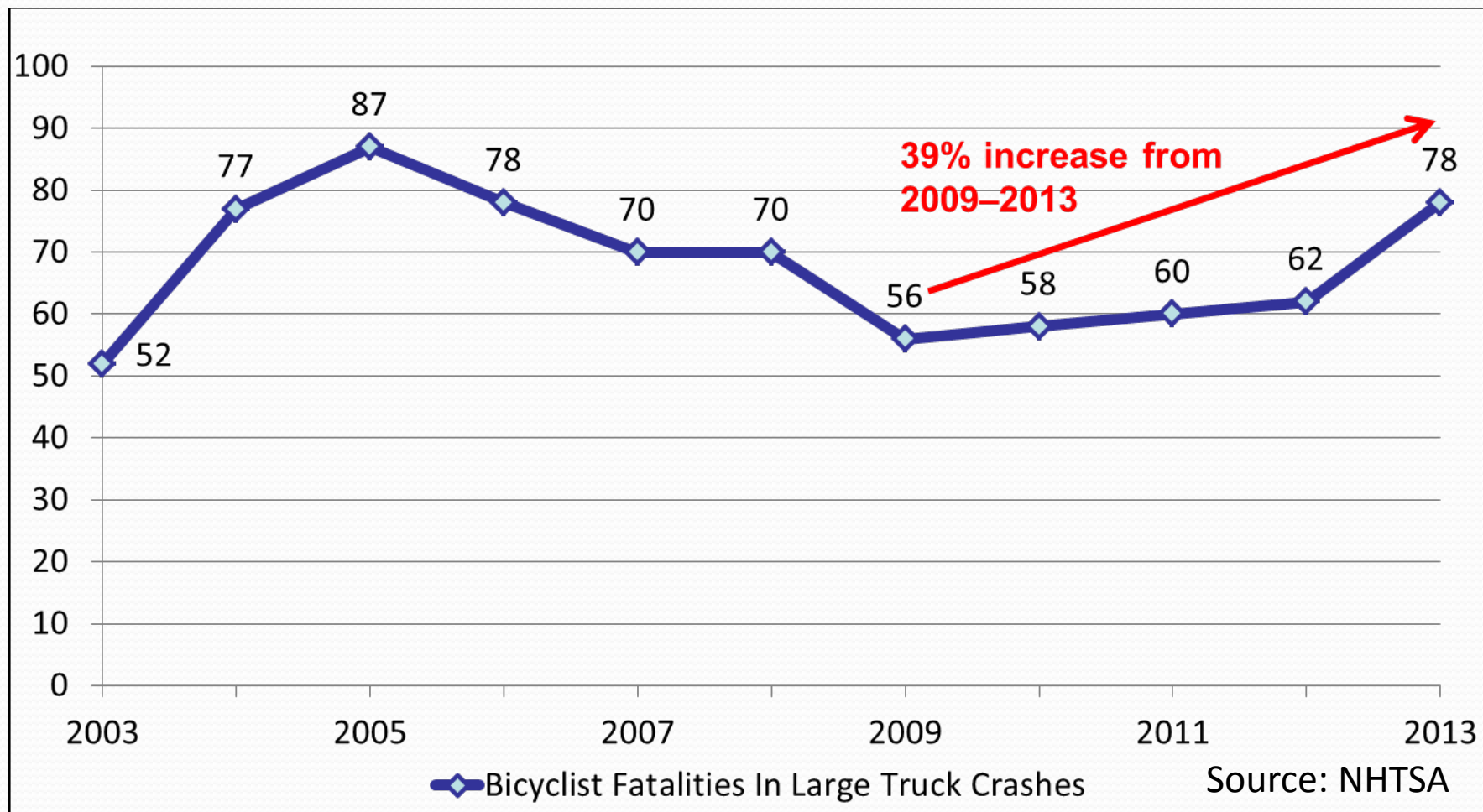


Pedestrian Fatalities in Large Truck Crashes, 2003–2013



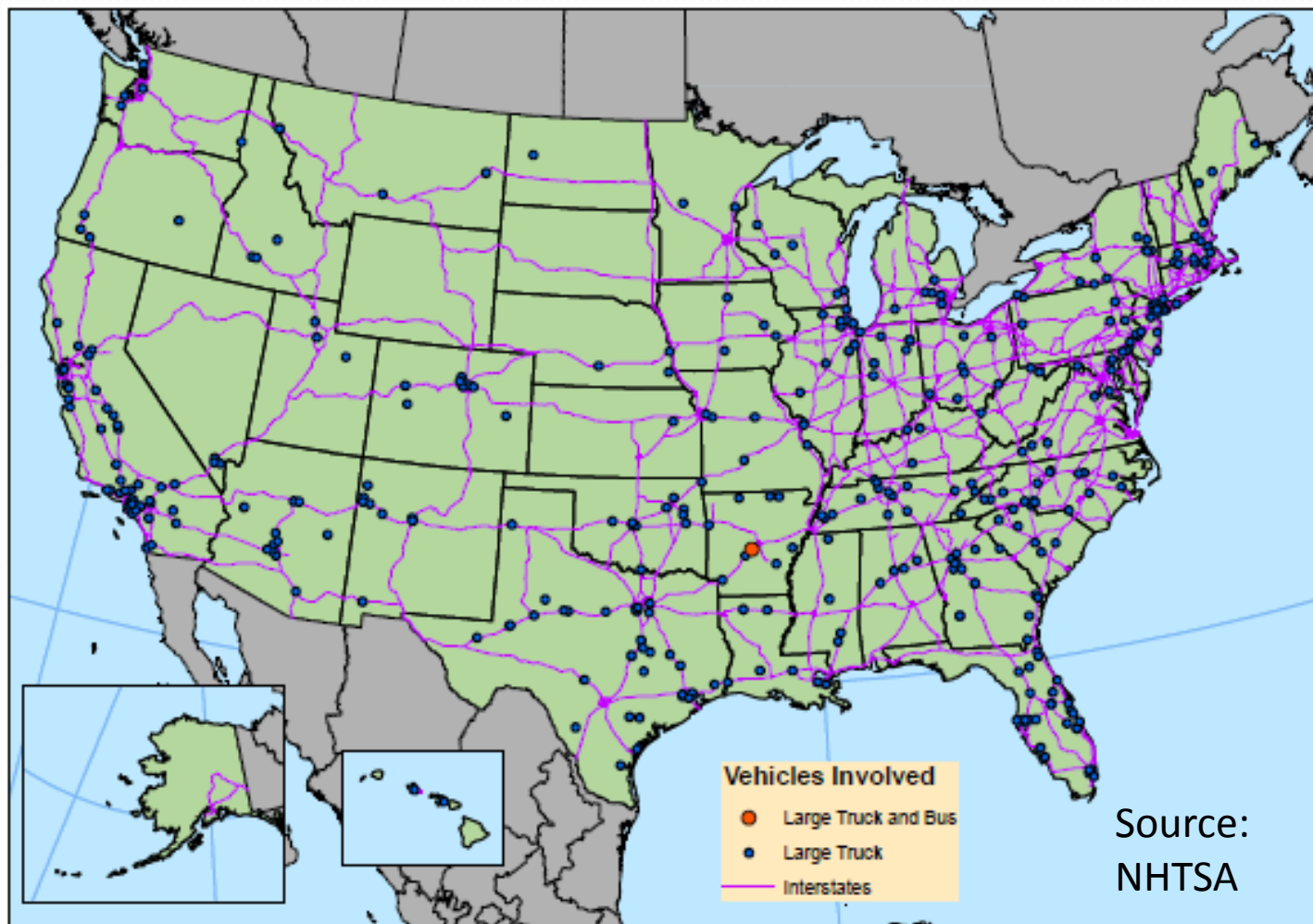


Bicyclist Fatalities in Large Truck Crashes, 2003–2013





Pedestrian & Bicyclist Fatalities in Large Truck Crashes, 2013





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

Pedestrian Fatalities		
State	Number	Percent
California	35	10.4%
Texas	35	10.4%
New York	30	8.9%
Florida	21	6.2%
North Carolina	17	5.0%
U.S. Total	338	100.0%

Bicyclist Fatalities		
State	Number	Percent
California	16	20.5%
Florida	10	12.8%
Illinois	5	6.4%
Texas	4	5.1%
Tennessee	4	5.1%
U.S. Total	78	100.0%

Source: NHTSA



Pedestrian Fatalities in Crashes Involving Large Trucks, 2013

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

<u>Pedestrian</u> 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:

<u>Bicyclist</u> Fatalities in Large Truck Crashes by the Vehicle Type that Struck and Killed Them, 2013		
Vehicle Type	Number	Percent
Passenger Car	1	1.3%
Light Truck	1	1.3%
Large Truck	76	97.4%
Total	78	100.0%

Source: NHTSA



Top 10 Crash Circumstances: Large Truck Crashes with a Pedestrian Fatality, 2013

Crash Circumstance	Type	Number	Percent
The area of the crash was dark and not lighted	Environment	145	42.9%
The large truck driver was distracted or inattentive	Large Truck Driver	49	14.5%
The first harmful event in the crash was not a collision with the pedestrian	Other	53	15.7%
The pedestrian tested positive for at least one drug	Pedestrian	76	22.5%
The pedestrian had a blood alcohol content of .08 or above	Pedestrian	68	20.1%
The pedestrian was in the roadway working or playing	Pedestrian	65	19.2%
The pedestrian was in the roadway improperly	Pedestrian	65	19.2%
The pedestrian failed to yield	Pedestrian	50	14.8%
The pedestrian darted or dashed	Pedestrian	49	14.5%
The pedestrian was under the influence of alcohol, drugs, or medication	Pedestrian	36	10.7%

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

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 the 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%
Bicyclist made an improper turn	Bicyclist	5	6.4%
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.

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





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
 - 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=eMxVcQeCzFI>





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/traffickenforcement
- 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
 - <https://www.transportation.gov/ped-bike-safety/pedestrian-and-bicyclist-safety-assessment-report>