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Large Vehicle Urban Driving Safety Program

SFCTA Vision Zero Committee
March 12, 2015

Working Group recommendations

Recommendations of the Large Vehicle and Safer Streets working group

Working Group Purpose

Large vehicles collisions with people who are walking and biking are low-frequency, high severity incidents. From 2007-2011, large vehicles represented only 4% of all such collisions, but they accounted for 17% of all fatalities. While 1.4% of all vehicle collisions with vulnerable road users resulted in fatalities, collisions between large vehicles, including buses, saw a fatality rate that was twice as high and collisions with trucks were over 8 times more likely to result in death of the person walking or bicycling.

2013 saw an increase in the number of fatalities related to collisions between large vehicles and vulnerable road users. In response, the City and County of San Francisco (CCSF) and San Francisco Municipal Transportation Agency (SFMTA) convened a group of street stakeholders to identify short term and longer term actions that could be taken to increase safety on the streets of San Francisco for people who walk and bike. Stakeholders included statewide trucking organizations, the teamsters, advocates, city, county and regional agency staff who oversee and train large vehicle operators, public safety, the California Department of Motor Vehicles (DMV), private fleet owners and operators, and shuttle operators.

Parallel efforts are occurring related to identifying issues related to other road users, including bicyclists and other motor vehicles. This group's purpose was specifically targeted at what steps can be taken by large vehicle interests and the city to complement all of the city's activities related to Vision Zero and the goal of reducing all roadway fatalities to zero by 2024.

Process Overview

The working group held meetings on January 28 and March 13 to identify challenges and issues related to operating safely around people who bike and walk on urban streets as well as potential solutions to those challenges. Additionally, many one-on-one conversations took place in order to ensure that the points of view of people who were not able to participate in the meetings were still included in the final recommendations.

Ahead of the March 13 meeting, an evaluation of potential solutions was presented to the group along with collision data analysis provided by the SF Department of Public Health, which showed that most large vehicle collisions were occurring in the northeast part of San Francisco, consistent with the results of the WalkFirst analysis of all high-injury and fatal pedestrian collisions.

These draft recommendations are being forwarded to over 65 members of the large vehicle working group mailing list for comment and finalization. The working group held its final meeting on Friday, April 18, 2014 and unanimously supported the recommendations in this document.

- Short-term
 - Develop a driver education curriculum
 - Blind spot awareness campaigns that educate vulnerable road users
 - Large Vehicle working group
 - Construction job site controls
- Medium-term
 - Temporal and Physical Separation of Large Vehicles and Vulnerable Users
- Long-term
 - Truck Design

Large vehicle driver education



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Large Vehicle Urban Driving Safety Program

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PROJECT OVERVIEW



Training standards available online

[sfmta.com/
largevehicles](https://sfmta.com/largevehicles)

Large Vehicle Urban Safety Program: Training Standards



SFMTA.COM

Training programs must include the following concepts:

1. Introduction
 - a. Driving on city streets around people walking and biking requires special care
 - b. Safe driving takes very little extra time
 - c. Driving unsafely can kill: it only takes one mistake to cause a tragedy
 - d. As professionals, large vehicle drivers should always focus on safety
2. Safe driving facts
 - a. City streets are chaotic and full of activity
 - b. Concentrating on one thing could cause a driver to miss something else
 - c. Slow driving is safe driving
 - i. Long distances required to stop even at slow speeds
 - ii. Increased speed steeply increases chance of fatality
 - d. Large vehicles are extremely deadly in a collision with a person
 - e. Large vehicle turns are the most dangerous maneuvers towards people walking and on bikes
3. Driving near people walking and biking
 - a. Slow down – the most important safety strategy
 - b. Always check
 - i. People walking and biking appear unexpectedly
 - ii. Cyclists often enter traffic lanes, even on streets with bike lanes:
 1. Leave bike lanes to avoid hazards, turn left, or other reasons
 2. Ride three feet from parked cars, towards the traffic lane, to be out of the door zone
 - iii. Expect cyclists anywhere on the streets:
 1. Splitting lanes (may be where you do not expect them)
 2. Passing on the right
 3. Moving to the front of the line at stoplights (and may not be where they were when you stopped)
 - iv. Understand your blind spots and look for people walking and on bikes
 1. Static blind spots (when stopped)
 2. Dynamic blind spots (when moving/turning)
 - c. Give space – as much as possible (California law establishes a minimum of three feet as a safe distance)

Training program – script and storyboard

SFMTA Large Vehicle Driver Safety Storyboard



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Intro

Scene: POV inside truck cab with driver, who is carefully scanning the streets while stopped.

Animation: Dotted lines shoot out from driver's eyes.

Joe: "A recent survey asked hundreds of large vehicle drivers about safe city driving."



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Intro

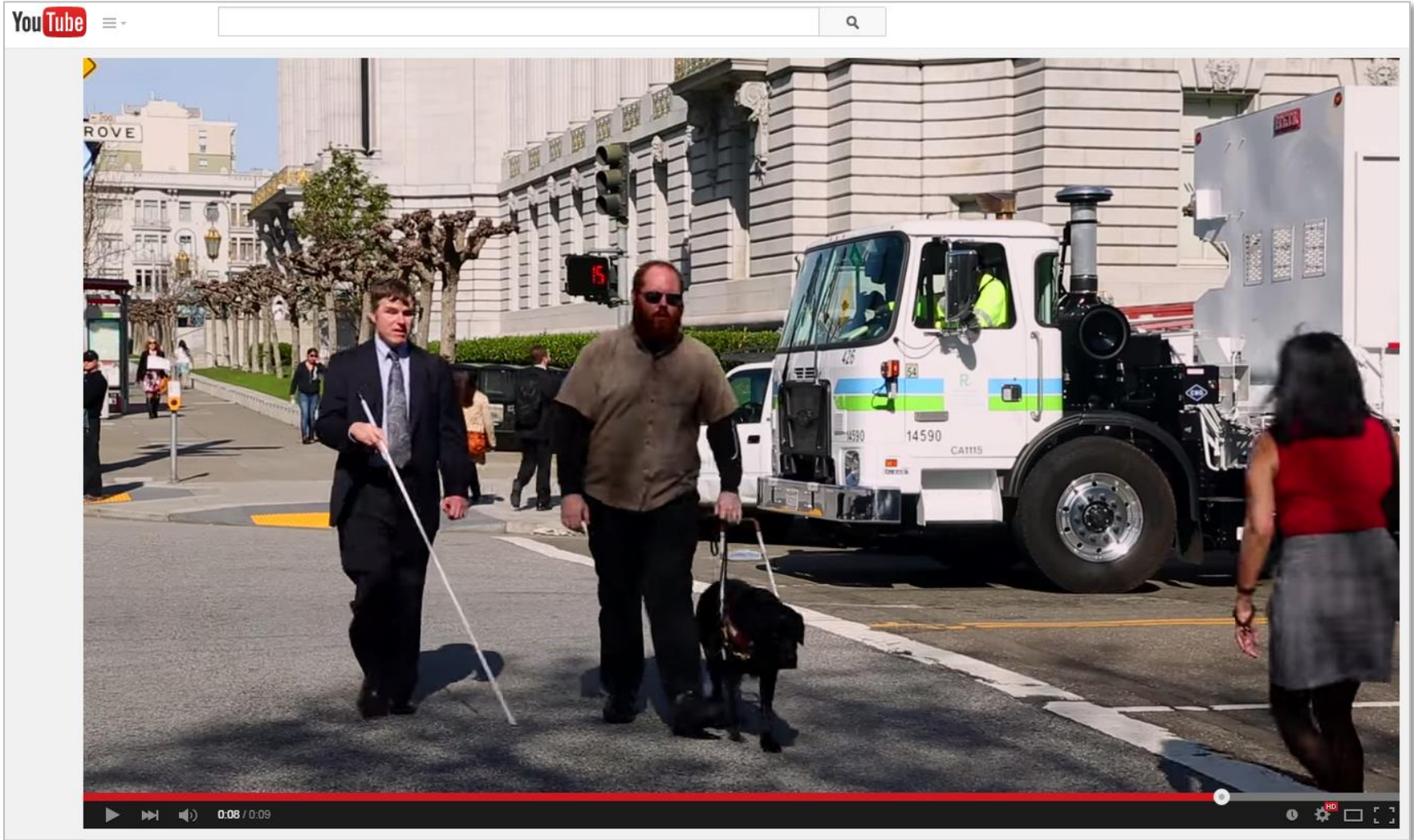
Scene: POV inside truck cab with driver, showing peds, cars through windshield.

Joe: "What did they say?"

Animation: Dash lined circles appear around possible hazards.

Sound FX: Blip sounds as each circle appears.

Training program – filming in progress



Drivers required to be trained

- All City-employed large vehicle drivers
- All SFMTA contractors
- Contractors for other City agencies soon (Mayor's Office leading effort)
- Those with some city permits—commuter shuttle drivers, possibly tour buses
- Supervisor Kim's legislation to require for all City drivers

Next steps

- Complete training program
- Outreach for commitments from organizations to use the training program
- Already committed or interested:
 - FedEx, UPS
 - Recology
 - AC Transit, SamTrans
 - UCSF (shuttles)
 - Lawson Drayage
 - SF Pride Parade
- Add to licensing manual and exam for state commercial driver's license