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# Large Vehicle Urban Safety Program: Training Standards



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## 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)
  - d. Careful turns
    - i. For right turns, prevent people from passing on the right by moving as far right before turning as possible
    - ii. For wide right turns, swing your nose right before swinging back out to prevent people passing on the right
    - iii. Check for people before you turn
    - iv. Take turns slowly and carefully
4. Parking and loading
  - a. Always check for people before pulling in, pulling out, backing up, or opening door

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- b. Do not back up unless absolutely necessary
  - c. Use loading zones
  - d. If no loading zones, pull as far to the right as possible: do not create a narrow space between your vehicle and parked cars; force bikes to pass your vehicle on the left
5. Pedestrian and bicycle infrastructure
- a. New and evolving types of infrastructure to help keep people walking and biking safe
  - b. Not found on highways or suburban roads
  - c. Describe different infrastructure types and how to drive around them, including:
    - i. Continental crosswalks
    - ii. Raised crosswalks and intersections
    - iii. Advance limit lines
    - iv. Yield lines (shark's teeth)
    - v. Pedestrian yield signs
    - vi. Bulbouts
    - vii. Sidewalk extensions
    - viii. Leading pedestrian intervals
    - ix. Pedestrian scrambles
    - x. Pedestrian beacons
    - xi. Bike sharrows
    - xii. Bike lanes
    - xiii. Contra-flow bike lanes
    - xiv. Raised cycletracks
    - xv. Bike boxes
    - xvi. Bike traffic signals
  - d. [It is your responsibility to keep your training program up to date with the latest pedestrian and bicycle infrastructure. See the NACTO Urban Street Design Guide for guidance on infrastructure types and information. City of San Francisco reserves the right to review the pedestrian and bicycle infrastructure types included in your training program.]
6. Difficult driving conditions
- a. Rain and darkness make it hard to see and harder to control your vehicle
  - b. Rain and darkness make people walking and biking less attentive and stable (umbrellas, slipping, hurrying, leaping puddles)
  - c. Drive especially slowly and carefully when faced with difficult conditions