

Transportation Safety

Training ADVISOR

November 2022

City Driving

Prepare drivers for the challenges of city streets

Beware training indifference

Rules of the roundabout

NHTSA shows a five percent
decrease in traffic fatalities

Information and resources to help your drivers operate safely



J. J. Keller
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MESSAGE FROM THE EDITOR

Beware training indifference

You schedule the training session. You send notices to your drivers and post a notice in the break room. Then, you overhear the inevitable, "Training? Not again!"

Sound familiar? Do your drivers dread training? Do they view these sessions as unnecessary or inconvenient? Do you sense a negative or indifferent attitude among your drivers when it comes to training?

Preparing your drivers by telling them what will happen may ease these negative attitudes about training.

Distribute an agenda

Distributing an agenda prior to the training session lets everyone involved know exactly what will happen during training. It also shows that your session is organized and well thought out. It shows that you value the time being taken out of their busy schedules for this training session.

The agenda should include:

- Topics to be covered and a short description of each,
- The names of the people presenting (if more than one person is presenting during the session), and
- The approximate amount of time that will be devoted to each topic.

Briefly review the agenda with your drivers at the start of the training session.

Answer the *what, why, and how*

After reviewing the agenda with your drivers, briefly explain why you are doing the training and how the topic(s) covered will apply to their work.

When drafting a short explanation of the training session, consider what is important and of interest to your drivers.

Imagine you are a driver attending the session. Ask yourself the following questions:

- Why is this training important to me?
- How is this training going to affect me?
- What can I expect from this training?
- How can I apply the training?

If you can convey the relevance of the training to your drivers, you will have a much better chance of them getting on board and buying in to your training sessions. ♦



Jen Loomis

Jen Loomis joined J. J. Keller in 2021 on the Content & Consulting Services Transportation Team. As an Associate Editor, Jen edits a variety of products including the *Transportation Safety Training Advisor*, *Driver Report*, and *Driver Training Awareness Program* newsletters. She also provides regulatory support in the area of DOT drug and alcohol testing.



TRAINING BLUEPRINT — CITY DRIVING

Avoid the city blues

City driving requires a driver's undivided attention. Heavy traffic, narrow streets, and obstructed views are just some of the challenges drivers face when operating in the city.

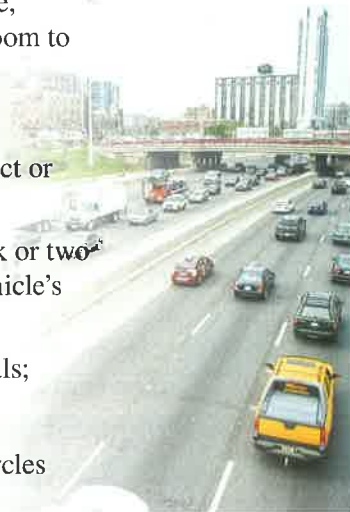
The professional driver needs to be alert to the challenges and potential dangers associated with city driving.

TIP: If your drivers travel through cities that use roundabouts, show a video on how to navigate them correctly.

Defensive driving basics

The importance of defensive driving is magnified when operating in an urban area. Specifically, when driving in the city, a driver should:

- Stay on posted routes;
- Manage speed and space, allowing for plenty of room to maneuver;
- Be alert at all times;
- Never focus on one object or event;
- Continually scan a block or two ahead and check the vehicle's mirrors;
- Be aware of traffic signals;
- Watch for signs; and
- Keep an eye out for bicycles and pedestrians.



TIP: Stress the importance of being alert and scanning.

Intersections

Crossing an intersection with a long vehicle can be a difficult maneuver. The driver must consider the vehicle's additional length and slower acceleration (compared to a personal vehicle) when making the decision to cross an intersection.

A driver should always stop at an intersection or unmarked crossing and always assume the truck does not have the right of way.

After stopping, the driver should proceed slowly. This allows time to stop again, look to the left, then right, and then left again before pulling into the intersection.

The approach at a controlled intersection is very similar. The driver should stop two times, first at the stop sign or light, then again after easing forward to a point where oncoming traffic is clearly visible.

Crosswalks

At crosswalks, the driver should pay additional attention, as pedestrians and bicyclists are often hidden from a driver's line of sight.

The driver also needs to remember to yield the right of way to pedestrians when turning on green.



GPS use

When driving in an unfamiliar city, a global positioning system (GPS) navigation system can help the driver find a destination, if the right type of device is used.

It is key to remember that all GPS devices do not perform the same tasks. A general GPS is intended for personal vehicle use. Professional drivers need devices designed for their specific driving tasks.

A GPS designed for the professional driver includes information addressing truck routes, low overpasses, and axle limits.

All relevant information should be entered into the GPS prior to the driver beginning the trip. This includes:

- Vehicle length, width, height;
- Axle weights; and
- Hazardous materials being transported (if applicable).

The driver should follow the route suggested by the GPS but should pay attention and obey traffic signs and advisories, especially if they provide restrictions and/or directions the GPS did not alert the driver to. ♦

TIP: Several states have laws addressing technology use while driving. Review the laws for the states in which your vehicles travel.



TRAINING HANDOUT — CITY DRIVING

Rules of the roundabout

Tractor-trailers and other large vehicles are expected to encroach into other lanes when maneuvering through a roundabout. Some states have laws requiring other drivers to yield to large vehicles in roundabouts, but you should continue to drive defensively and be aware of where other vehicles are.



- **Approaching.** Slow down. Refer to signs to choose the correct lane. Yield to traffic on the left that is already in the roundabout.
- **Entering and exiting.** Enter when there is a safe gap in traffic. Turn on the vehicle's right turn signal before exiting.
- **Trailer tracking.** Use the truck apron — the paved area on the inside of the roundabout that is used by trucks to off-track — when necessary.
- **Scanning.** Whenever possible, keep traffic on your sight-side. Use your windows and mirrors to monitor where other vehicles are.

Always drive slowly, yield to pedestrians and bicycles, be aware of surrounding traffic, and check mirrors continuously until clear of the roundabout. ♦



TEST YOUR KNOWLEDGE — CITY DRIVING

Directions: Read each statement or question carefully and mark the best answer.

1. Traffic already in the roundabout has the right of way.
 - A. True
 - B. False

2. It doesn't matter which lane your vehicle is in when you use a roundabout.
 - A. True
 - B. False

3. The apron can be used to off-track when a large vehicle needs extra space.
 - A. True
 - B. False

4. You should try to keep traffic on your sight side when turning left in a roundabout.
 - A. True
 - B. False

5. How should you use your turn signal in a roundabout?
 - A. Turn on your left signal if you plan to turn left.
 - B. Turn on your right signal if you plan to turn right.
 - C. Don't use turn signals at all.
 - D. Turn on your right signal before exiting the roundabout at any point.

NAME: _____ DATE: _____



FMCSA seeks feedback on ELDs

The Federal Motor Carrier Safety Administration (FMCSA) is considering some significant changes to the electronic logging device (ELD) regulations and is asking for the public's help.

Motor carriers, ELD vendors, drivers, and others have until November 15 to submit comments on a series of questions concerning ELD exemptions, malfunctions, certification, and other issues.



Why the change?

The FMCSA says its effort to update the ELD rules seven years after they were issued is based on “lessons learned” from agency staff, enforcement personnel, ELD providers, and the industry.

Those lessons may affect not only how ELDs are used but how they're designed and manufactured. Final changes may be many months or years away, however.

The FMCSA's September 16 notice, as well as the opportunity to comment, may be accessed online at <https://bit.ly/3RaiCLu>. ♦

FMCSA provisionally renews short-term rental truck ELD exemption

The Federal Motor Carrier Safety Administration (FMCSA) has announced that it will provisionally renew the exemption allowing drivers of trucks that are rented for no more than eight days to use paper logs instead of electronic logging devices (ELDs).



The Truck Renting and Leasing Association (TRALA) submitted the original exemption request in March of 2017. TRALA had asked the agency for an ELD exemption for trucks rented for up to 30 days, but the FMCSA decided that was too long. Instead, in October 2017 the agency published a notice granting the exemption for trucks rented for up to eight days.

Under the exemption, drivers operating short-term rental trucks can use paper logs in the rental vehicle if certain conditions are met, no matter why the vehicle needed to be rented.

The following are the conditions that drivers need to meet to use the exemption:

- The rental agreement must be for a term of eight days or less. Carriers cannot replace one rental with another on eight-day cycles or attempt to renew a rental agreement for the same vehicle for an additional eight days without installing an ELD.
- Drivers must carry a copy of the rental agreement in the vehicle and make it available to enforcement

officers on request. The agreement has to identify the rental company, the renter, the vehicle, and the dates of the rental period.

- Drivers must carry a paper or electronic copy of the September 12, 2022, exemption notice with them in the rental vehicle and present it to enforcement officers upon request.
- Drivers must carry copies of their logs for the current day and any of the prior seven days on which logs were required.
- Finally, motor carriers will need to notify the FMCSA within five days if there's a crash involving a driver using the exemption. The September 12, 2022, Federal Register notice has details on who to contact and what information to submit.

Drivers using the exemption must still comply with all other Federal Motor Carrier Safety Regulations.

The eight-day exemption period coincides with Sec. 395.34(d), which says that motor carriers need to fix malfunctioning ELDs within eight days.

FMCSA is accepting comments on this provisional renewal through October 12, 2022.

Barring any comments that cause FMCSA to reconsider the exemption, the renewal will be in effect for another five years, until October 12, 2027. ♦

NHTSA estimate shows a five percent decrease in traffic fatalities during quarter two

For the first time since 2020, the National Highway Traffic Safety Administration (NHTSA) estimates that fatalities from motor vehicle crashes have decreased. Although fatalities rose seven percent from January through March, April through June showed a decrease of almost five percent.

Rhode Island has seen the most impressive improvement. The state's number of fatalities has dropped 56.6 percent compared to the first half of 2021, and the fatality rate — the number of fatalities per 100 million vehicle miles traveled — has dropped from 0.93 to 0.38. Massachusetts and Minnesota tie for the next lowest fatality rate, 0.68. The national fatality rate is 1.27.

NHTSA bases their fatality estimates on police crash reports and other sources. Estimates for the first half of 2022 will be updated in late December. ♦



Next Month's Topic: Paperwork Management

Keeping track of required paperwork can be a lot for drivers to manage. Knowing what is required to be in the vehicle as well as what can be stored electronically and what must be available as a physical document will help your drivers stay compliant and organized. ♦

Expert Help: Questions of the Month

Question: What should a driver do if railroad crossing lights are flashing, but the arms don't come down and no train is visible?



Answer: The answer depends on the state's traffic codes.

In most states, the driver may only drive past an active railroad crossing warning device (light/bell) after stopping and investigating to determine that there is no train approaching and that it is safe to cross the tracks, but no state allows a driver to go around a lowered traffic gate.

The best practice for the driver when encountering what is believed to be a malfunctioning railroad crossing warning device is to park, locate the railroad emergency number on the crossing equipment, and contact the railroad. The railroad can tell the driver if there is a train in the area and therefore if it is safe to cross. This will also cause the railroad to contact local law enforcement to get positive control over the crossing and to send a signal crew out to repair the crossing warning if it is indeed malfunctioning.

Question: Should pre- and post-trip inspections be done on a trailer? If yes, can they be on the same driver vehicle inspection report (DVIR) as the tractor?

Answer: Both the truck and trailer must be included in all inspections (pre/post/annual, etc.) and defects on either must be reported using a DVIR at the end of the day. One DVIR must be used for each truck/tractor, but multiple trailers may be included on a single DVIR. Note that pretrip inspections do not need to be documented. For post-trips, a DVIR is required if there is a defect, but no report is required if there is no defect. The company can choose to adopt a policy requiring daily DVIRs, however, even when there are no defects. ♦

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