



INSIGHTS INTO THE RIGHT-HOOK CRASH AT SIGNALIZED INTERSECTIONS: RESEARCH RESULTS FROM A DRIVING SIMULATOR

10TH UNIVERSITY TRANSPORTATION CENTERS SPOTLIGHT CONFERENCE ON PEDESTRIAN AND BICYCLE SAFETY DECEMBER 2, 2016

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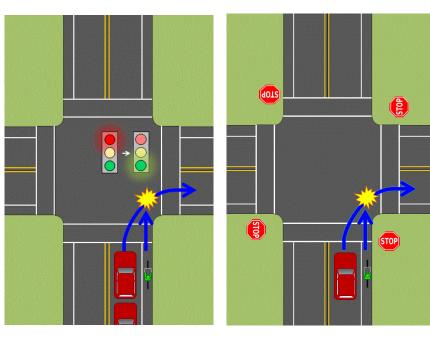
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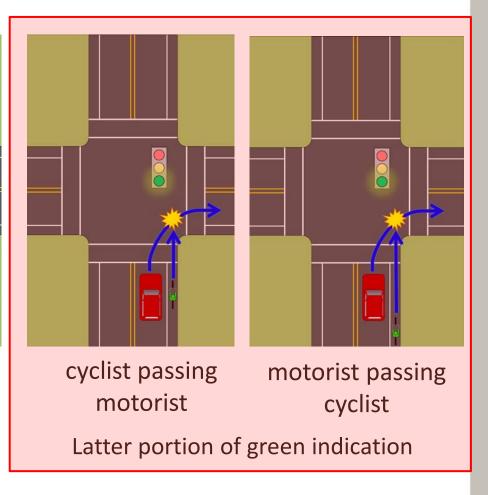
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Right-Hook Crash Scenarios (Intersection with bike lane)



onset of the green indication

at a stop sign







Exp. 1: Right-Hook Crash Causality - Data Acquisition

Participants:

- 67 Participated
- 16 Simulator Sickness
- 51 Usable
- 1,071 total-right turn scenarios

Data:

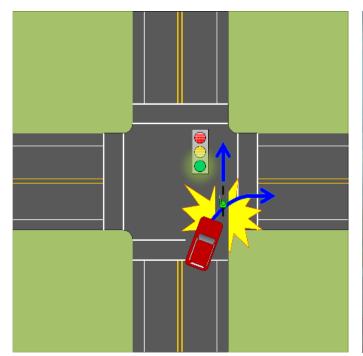
- Visual attention
- SAGAT responses
- Observed crashes
- Position and speed of vehicles, bicycles, and pedestrians

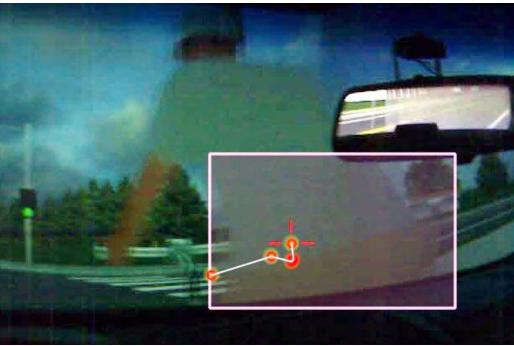






Crash Avoidance: Crashes





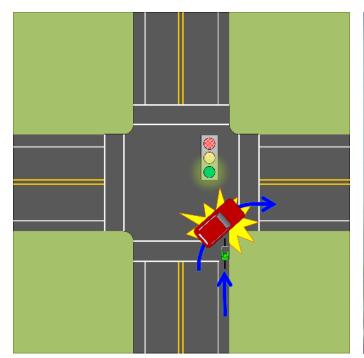
From 1,071 right turns, 26 collisions observed:

- 66% did not check mirror before turning
- 5% looked but didn't see
- 18% assumed the bike would yield or there was enough time





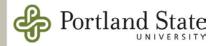
Crash Avoidance: Near-Crashes





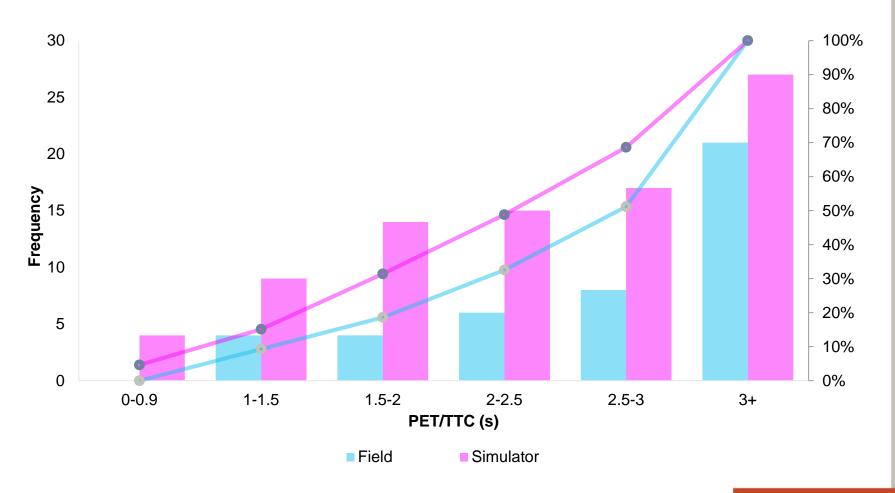
From 408 right turns, 28 near-collisions observed:

- 58% did not check mirror before turning
- 23% looked but didn't see
- 19% assumed bike would yield or there was enough time





Comparison of All Field and Simulator PET/TTCs







Exp. 2 Evaluation of Right-Hook Crash Treatments - Data Acquisition

Participants:

- 46 Participated
- 18 Simulator Sickness
- 28 Usable
- 616 total-right turn scenarios

Data:

- Observed crashes
- Visual attention
- Position and speed of vehicles, bicycles, and pedestrians

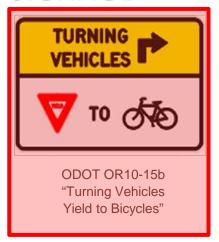




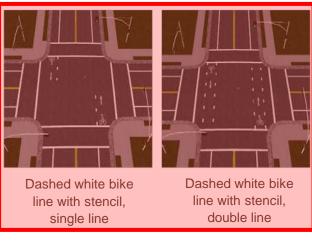


Recommendations

SIGNAGE



PAVEMENT MARKINGS





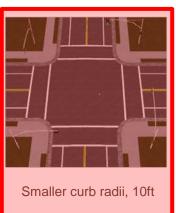
Dashed green bike lanes with white outline

Full green bike lane with dashed white outline

CURB RADII



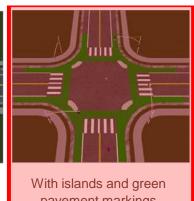
Larger curb radii, 30ft



PROTECTED INTERSECTIONS



With islands



pavement markings



Oregon Sta

Questions?





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