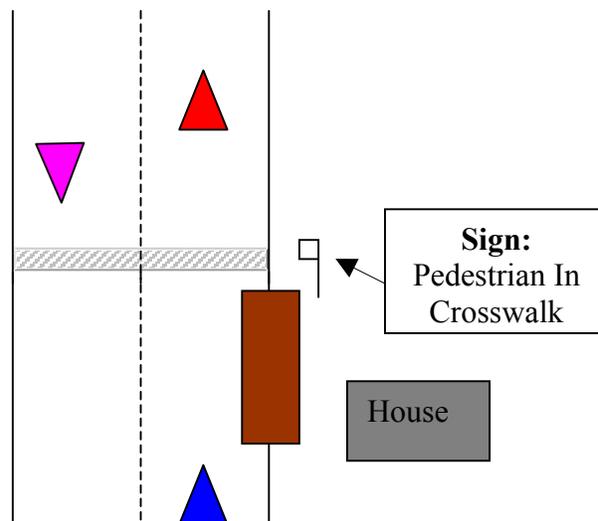


**TRUCK PARKED ON SIDE STREET WITH CROSS WALK (SLOW DOWN/WIDE TURN) –**

***NV:1B***

In this scenario, an attempt is made to determine if drivers will predict the presence of pedestrians in a crosswalk that are hidden by a truck parked on the side of the road. The scenario constructed here represents a situation that might exist in a suburban neighborhood. Specifically, in the scenario a truck is parked on a side street opposite a house (a moving van unloading) just in front of a crosswalk ([Figure 1](#)). There is no advance sign behind the truck indicating that a cross walk is ahead. In a suburban neighborhood typically there would be no reason for such a sign since all is readily visible. However, a pedestrian crosswalk sign is placed just before the actual striping for the crosswalk (and obscured by the truck). Additionally, several children are standing on the front lawn of the house beside which the truck is parked. The pavement markings for the crosswalk (dirty gray, much as they are in the real world) are present. A lead car (red) is ahead of the driver (blue) passing the truck (brown) without slowing down as it moves around it. And a vehicle (pink) is in the opposing lane driving upstream of the crosswalk (in order to make it more difficult for the driver to turn wide). Finally, the truck is only partially on the road, roughly  $\frac{1}{4}$  on the road and  $\frac{3}{4}$  on the curb. Thus, the participant and the lead drivers will not need to swing especially wide to move around the truck. And they can do such while still squeezing between the truck and car in the opposing lane. It is hypothesized that the inexperienced driver is very likely to pass in front of the truck at the same speed as the lead car. Moreover, it is hypothesized that the inexperienced participant driver is apt to pass much closer to the left front side of the truck cab, thus potentially endangering a pedestrian who might be crossing at the time.

**[Figure 1: NV:1B](#)**



**Note.** Note that when this scenario was used in the AAA research (Fisher et al., in press), both the point at which drivers moved into the left lane in order to pass the parked truck and the distance that they moved to the left of the front of the truck as they passed over

the crosswalk were analyzed. Here, the truck has been partially moved onto the curb, so that drivers should not need to maneuver into the left lane. In fact, with oncoming vehicles in the opposing lane it would be difficult to do such.

**Material Risks.** When a risk materializes, a pedestrian will walk out in front of the truck. Otherwise, no risk will appear.

**Dependent Variables.** Two measures of the behavior of the driver's' vehicle will be recorded: the distance of the driver's' vehicle from the truck and the speed at which the driver travels over the crosswalk. Several measures of the driver's' eyes will be recorded: both how frequently and how long the participant driver fixates the area right in front of the truck and when the first such fixation occurs, where presumably the more experienced drivers will fixate the left front side of the truck sooner than will the inexperienced drivers.