

# Large Truck At-Fault Crashes

Large truck at-fault crashes: Number of large truck at-fault crashes per million vehicle miles traveled

## Our strategy

A minority of large truck crashes are attributed to a mechanical problem, leading us to focus our efforts on the truck driver. These other crashes are usually linked to speeding, tailgating, changing lanes unsafely, failure to yield right of way and driver fatigue. Our Motor Carrier Transportation Division staff conducts inspections at weigh stations and performs safety compliance reviews at trucking company terminals. Many Oregon State Police troopers, county sheriff deputies and city police conduct roadside inspections after probable cause

stops for traffic violations. They also join MCTD staff in enforcement operations and logbook checks along major freight routes where most truck-at-fault crashes occur. A key part of our Commercial Vehicle Safety Plan is to conduct multi-day inspection exercises to find problem drivers. In 2015, enforcement exercises checked thousands of drivers and placed over 500 out of service for critical safety violations. Oregon ranks well above all states in this area because inspectors use screening software to identify trucking companies with suspect safety records and then apply training, experience and other tools to find safety problems.

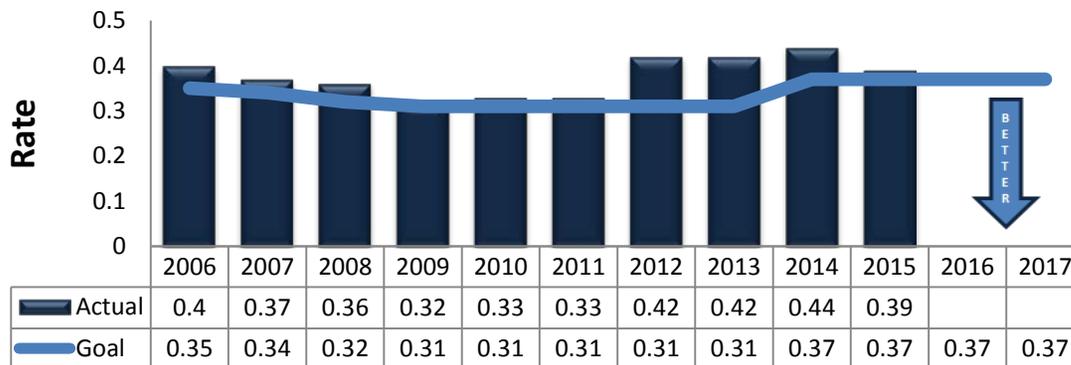
## About the target

The truck-at-fault crash rate target is set to a fixed baseline and adjusted when the program has met or exceeded it for a number of years. In 2013, the target was readjusted upward (one standard deviation higher) at a constant level through 2013.

## How we are doing and how we compare

The truck at fault crash rate in Oregon decreased in 2015 compared to 2014, moving down from 0.44 to 0.39 crashes per million miles traveled by trucks. Oregon's truck-at-fault crashes continue to be below the national average. Trucks were involved

**Large Truck Crashes (commercial motor vehicle) at fault crashes per million VMT**



## Fact

In 2015, Oregon ranked #1 in the nation, as inspectors placed 14.7 percent of drivers out of service for critical safety violations. The national rate is 5.5 percent.

# Large Truck At-Fault Crashes, cont.

in 85 less crashes in 2015 (1333) as compared to 2014 (1418). Oregon safety inspectors checked 39,519 trucks and/or drivers in 2015; inspectors placed 34 percent of trucks out of service for critical safety violations and 14.7 percent of drivers inspected were placed out-of-service. Oregon inspectors also conducted over 300 bus inspections in 2015.



engaging many more law enforcement agencies in truck safety-related exercises to focus on making probable cause stops for speeding and other traffic violations along major freight routes where most truck-at-fault crashes happen. Because so few crashes are attributed to mechanical problems, checking the behavior and fitness of truck drivers continues to be the most effective way to reduce crashes.

We continue to conduct frequent multi-day inspection exercises focusing on truck driver inspections and partner with police in exercises to stop unsafe car and truck drivers. We will continue our aggressive safety inspection efforts.

## About the data

Crash data for this measure is based on the federal definition of a recordable incident – those which involve a fatality, injury or disabling damage. The ODOT Transportation Development Division's Crash Analysis and Reporting Unit analyzes crash reports to determine which are truck-at-fault. States are rated on a quarterly basis – Good, Fair, or Poor – on completeness, timeliness, accuracy and consistency of both crash and roadside inspection data submitted to the Motor Carrier Management Information System. The Federal Motor Carrier Safety Administration rates Oregon "Good."

Mileage data for this measure is based on miles traveled in Oregon by trucks over 26,001 pounds, as determined by motor carriers' highway-use tax reports and temporary passes purchased by short-term operators, following the national model. The truck-at-fault crash rate would be lower if it were based on miles traveled in Oregon by all trucks over 10,000 pounds and buses carrying more than 15 passengers, including the driver. Mileage figures used here are verified by MCTD auditors. The figures are also verified by financial analysts for use in Oregon's periodic Highway Cost Allocation Study.

## Factors affecting results and what needs to be done

Despite the reduced number of truck-at-fault crashes, the number of deaths associated with truck crashes increased to 54 in 2015, compared to 34 in 2014. It should also be noted that a single incident can skew these numbers. Factors directly affecting this measure largely involve commercial vehicle driver fitness, qualifications and judgment. The rate of crashes is also affected by the volume of all vehicle miles traveled, not just commercial vehicle miles. It's affected by traffic congestion, the level of road and bridge construction and maintenance work, and inclement weather. Further contributing to crash rates is the presence of law enforcement officers on the road. We are

## Contact information

David McKane  
ODOT Motor Carrier Division  
503-373-0884

## Data source

ODOT Motor Carrier Division and ODOT Transportation Development Division, Crash Analysis and Reporting Unit