

# 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. Truck-at-fault crashes are usually linked to speeding, tailgating, changing lanes unsafely, failure to yield right of way and driver fatigue. Focusing on the causes of truck at-fault crashes requires law enforcement agencies to enforce unsafe driving behaviors. The Commerce and Compliance Division (CCD) has authored the Oregon Motor Carrier Safety Action Plan. This plan builds partnerships with law enforcement agencies. Our law enforcement partners

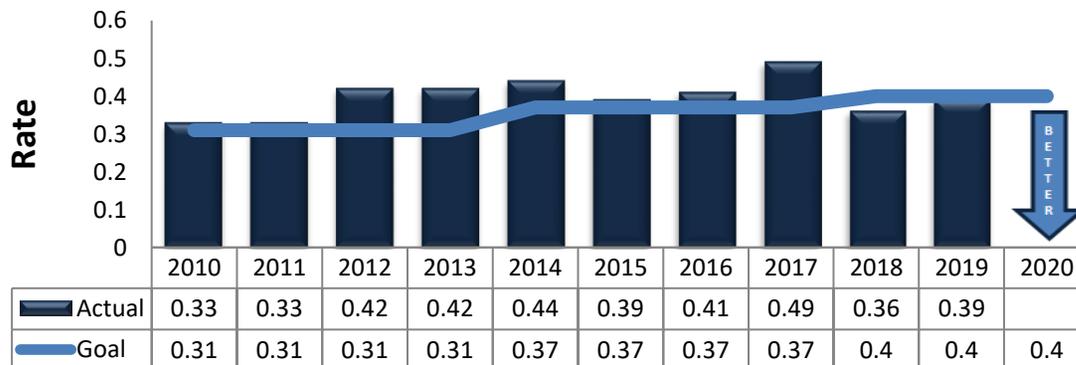
target unsafe driving behaviors of truck drivers that cause crashes. Many Oregon State Police troopers, county sheriff deputies and city police conduct roadside inspections after probable cause stops for unsafe driving behaviors. Our CCD staff conducts inspections at weigh stations and performs safety compliance reviews at trucking company terminals. They also initiate enforcement operations and logbook checks along major freight routes where most truck-at-fault crashes occur. A key part of our Safety Action Plan is to conduct multi-day inspection exercises to find problem drivers. In 2019, enforcement exercises checked thousands of drivers and placed

hundreds out of service for critical safety violations. Oregon ranks well above all states in this area by utilizing real time data to identify trucking companies with suspect safety records and then apply training, experience and other tools to identify 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 re-adjusted upward (one standard deviation higher) at a constant level through 2017.

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



## Fact

744 of the 1553 Truck crashes were attributed to the truck driver. Only 20 truck crashes were attributed to a mechanical problem with the truck.

# Large Truck-At-Fault Crashes, cont.

## How We Are Doing and How We Compare

There was a total of 1,553 truck crashes in 2019, 147 more than in 2018 (1,406). It was determined that the truck was at fault in 764 of the crashes, which is up from 701 in 2018. Only 20 of these crashes were attributed to a mechanical problem with the truck. This is consistent with previous years and supports our efforts to focus on driver fitness and behavior.

## Factors Affecting Results and What Needs to be Done

Along with the increased number of truck-at-fault crashes, the number of deaths associated with truck crashes decreased from 52 in 2017, 58 in 2018 to 50 in 2019. 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, maintenance work, and inclement weather conditions. Further contributing to crash rates is the presence of law enforcement officers on the road. We are 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 occur. 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 law enforcement in these 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 – that involves a fatality, injury or disabling damage. The ODOT Transportation Program Development Division's Crash Analysis Reporting Unit analyzes crash reports to determine which crashes 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's overall rating for Oregon is "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 the Commerce and Compliance Division's auditors. The figures are also verified by financial analysts for use in Oregon's periodic Highway Cost Allocation Study.

## Contact Information

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## Data Sources

ODOT Commerce and Compliance Division  
and ODOT Transportation Program  
Development Division – Crash Analysis  
Reporting Unit  
Crash Analysis Reporting Unit