

Large Truck Crashes (2014)

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Large Truck Fatal Crashes & Fatalities Five-Year Trend					
	2010	2011	2012	2013	2014
Large Truck Fatal Crashes	80	76	94	90	91
Total Fatal Crashes	616	609	642	621	589
Large Truck as Percentage of Total Fatal Crashes	13.0%	12.5%	14.6%	14.5%	15.4%
Fatalities Occurring in Large Truck Crashes	84	91	109	98	116
Total Fatalities	668	696	708	678	669
Percentage of Fatalities Occurring in Large Truck Crashes	12.6%	13.1%	15.4%	14.5%	17.3%

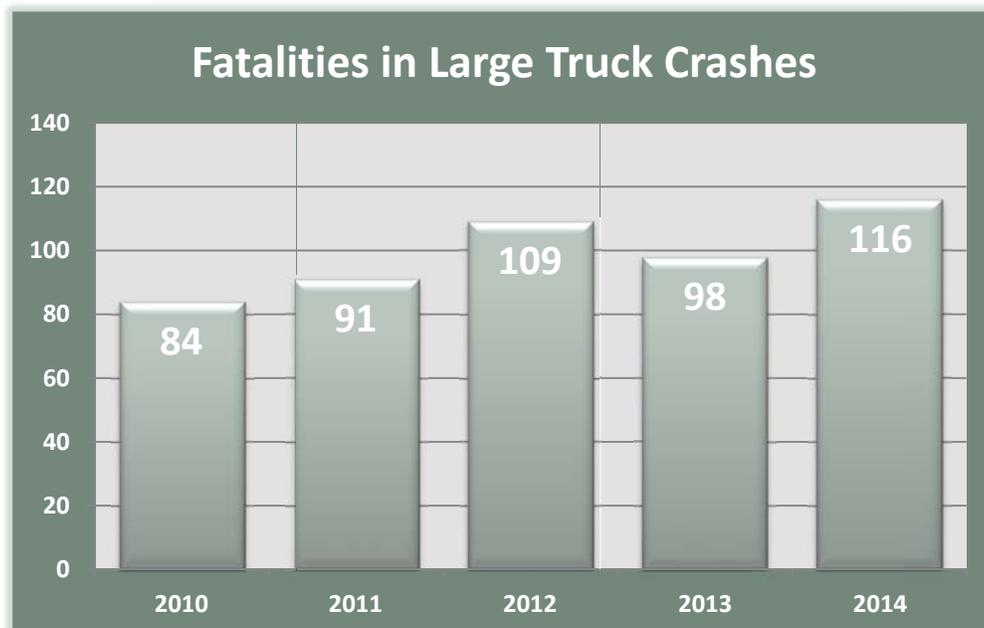
Definition

Large trucks include the following vehicle configurations as shown on the *Official Oklahoma Traffic Collision Report*: Single Unit Truck - 2 Axles, Single Unit Truck - 3 or More Axles, Truck/Trailer, Truck-Tractor/Semi-Trailer, Truck-Tractor/Double Trailers, Truck-Tractor/Triple Trailers and Truck more than 10,000 lbs. - Cannot Classify.

Serious injury includes incapacitating injury and non-incapacitating injury.

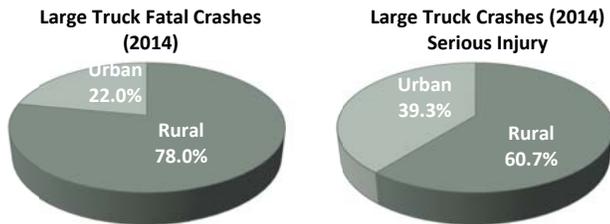
Crashes, Fatalities & Injuries

In 2014, 5,155 crashes involving large trucks were reported in Oklahoma, a less than one percent decrease from the 5,182 crashes reported in 2013. Ninety-one of these crashes were fatal and 758 were serious injury crashes. These crashes resulted in 116 fatalities and 1,027 persons seriously injured. Fatalities in large truck crashes increased 18.4% from 98 in 2013 to 116 in 2014. Fatalities in large truck crashes accounted for 17.3% of the total 669 fatalities in 2014 crashes.



Rural vs. Urban

Oklahoma's 2014 crash data show that 78.0% of fatal crashes and 60.7% of serious injury crashes involving large trucks occurred in rural areas.



Safety Equipment Use Among Fatalities

- 10 (45.5%) of the 22 drivers with known restraint use who were killed in large trucks were unrestrained.
- 20 (44.4%) of the 45 drivers with known restraint use who were killed in passenger vehicles/pickup trucks were unrestrained.
- 36 (44.4%) of the 81 passengers with known restraint use who were killed in passenger vehicles/pickup trucks were unrestrained.

Persons Killed or Seriously Injured in Large Truck Crashes (2014) By Person Injury Severity, Person Type & Vehicle Type			
	Person Type	Number	% of Total
Fatal	Occupant of Passenger Vehicle	35	30.2%
	Occupant of Pickup Truck	33	28.4%
	Occupant of Large Truck	34	29.3%
	Occupant of Motorcycle	1	0.9%
	Occupant ATV/Motor Scooter/Moped	2	1.7%
	Occupant of Other Type Vehicle	6	5.2%
	Non-Motorist	5	4.3%
	Total	116	100.0%
Serious Injury	Occupant of Passenger Vehicle	462	45.0%
	Occupant of Pickup Truck	179	17.4%
	Occupant of Large Truck	335	32.6%
	Occupant of Motorcycle	10	1.0%
	Occupant ATV/Motor Scooter/Moped		
	Occupant of Other Type Vehicle	29	2.8%
	Non-Motorist	12	1.2%
	Total	1027	100.0%

Serious injury includes incapacitating and non-incapacitating.

Safety Equipment Use by Fatalities (2014) Safety Equipment, Vehicle Type & Person Type						
	Vehicle Type	Safety Equipment Use				Total
		Unknown	Not In Use	In Use	Helmet	
Driver	Passenger Vehicle	1	6	18		25
	Pickup Truck	6	14	7		27
	Large Truck	9	10	12		31
	ATV/Motor Scooter/Moped				1	1
	Motorcycle		1		1	2
	Other		1			1
	Total	16	32	37	2	87
Passenger	Passenger Vehicle	16	32	37	2	87
	Pickup Truck		4	6		10
	Large Truck	3	3			6
	ATV/Motor Scooter/Moped	1	2			3
	Motorcycle					
	Other		5			5
Total	4	14	6		24	
Total	Passenger Vehicle	1	10	24		35
	Pickup Truck	9	17	7		33
	Large Truck	10	12	12		34
	ATV/Motor Scooter/Moped				1	1
	Motorcycle		1		1	2
	Other		6			6
Total	20	46	43	2	111	

Fatalities exclude 5 non-motorists.

Driver Age

Drivers of large trucks accounted for 4.4% of the total 124,611 drivers involved in 2014 crashes. Of the 5,481 drivers of large trucks in crashes, 25.2% were age 46-55, 21.8% were age 36-45 and 19.1% were age 26-35. Of the 104 drivers of large trucks in fatal crashes, 28.8% were age 46-55, 21.2% were age 36-45 and 20.2% were age 26-35. Of the 815 drivers of large trucks in serious injury crashes, 28.8% were age 46-55, 21.5% were age 36-45 and 18.8% were age 26-35.

Of the 5,454 drivers of large trucks involved in crashes, 1.9% were involved in fatal crashes and 14.9% were involved in serious injury crashes.

Drivers of Large Trucks in Crashes (2014) Driver Age & Crash Injury Severity								
Driver Age	Crash Injury Severity						Total	
	Fatal		Serious Injury		Other			
	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total
Unknown	1	1.0%	26	3.2%	275	10.6%	302	5.5%
Under 16								
16 - 25	4	3.8%	50	6.1%	365	17.7%	419	7.6%
26 - 35	21	20.2%	153	18.8%	873	39.6%	1047	19.1%
36 - 45	22	21.2%	175	21.5%	999	42.3%	1196	21.8%
46 - 55	30	28.8%	235	28.8%	1117	50.3%	1382	25.2%
56 - 65	19	18.3%	137	16.8%	750	31.5%	906	16.5%
66 - 75	6	5.8%	34	4.2%	162	7.0%	202	3.7%
76+	1	1.0%	5	0.6%	21	1.0%	27	0.5%
Total	104	100.0%	815	100.0%	4562	200.0%	5481	100.0%

Serious injury includes incapacitating and non-incapacitating injuries.

Other includes drivers with possible injury and unknown injury, and drivers in property damage only crashes.

Alcohol-Related Driver Condition

In 2014, a total of 23 drivers of large trucks involved in crashes had an alcohol-related driver condition. These crashes resulted in three fatalities.

The number of drivers of large trucks with an alcohol-related condition decreased from 28 in 2013 to 23 in 2014.

Drivers in Large Truck Crashes (2014) Alcohol-Related Driver Condition				
Driver Age	Type of Vehicle			
	Drivers of Large Trucks		Drivers of Other Vehicles	
	Number	% of Total	Number	% of Total
Unknown				
Under 16				
16 - 25	2	8.7%	16	17.8%
26 - 35	6	26.1%	26	28.9%
36 - 45	10	43.5%	19	21.1%
46 - 55	5	21.7%	15	16.7%
56 - 65			8	8.9%
66 - 75			5	5.6%
76+			1	1.1%
Total	23	100.0%	90	100.0%

Driver Contributing Factors

The three primary contributing factors by drivers of large trucks involved in crashes were: Other Improper Act/Movement (13.0%), Unsafe Speed (7.7%) and Inattention (7.5%). The three primary contributing factors by drivers of other vehicles were: Failed to Yield (8.2%), Inattention (6.9%) and Other Improper Act/Movement (6.7%).

Other improper act/movement includes such things as: failed to signal, disregarded warning signal, improper use of lane, improper backing, apparently sleepy and failure to secure load.

Drivers in Large Truck Crashes (2014) Driver Contributing Factors				
Contributing Factor	Drivers of Large Truck		Drivers of Other Vehicles	
	Number	% of Total	Number	% of Total
Changed Lanes Unsafely	356	6.5%	257	6.2%
Failed To Stop	81	1.5%	67	1.6%
Failed To Yield	265	4.8%	337	8.2%
Followed Too Closely	293	5.3%	154	3.7%
Improper Overtaking	62	1.1%	67	1.6%
Improper Parking	12	0.2%	6	0.1%
Improper Start	23	0.4%	2	0.0%
Improper Turn	310	5.7%	117	2.8%
Inattention	411	7.5%	284	6.9%
Left of Center	104	1.9%	84	2.0%
Unknown/No Improper Action	83	1.5%	36	0.9%
No Improper Action by Driver	2182	39.8%	2060	49.9%
Other Improper Act/Movement	715	13.0%	277	6.7%
Stopped in Traffic Lane	6	0.1%	13	0.3%
Unsafe Speed	421	7.7%	256	6.2%
Unsafe Vehicle	134	2.4%	38	0.9%
Wrong Way	1	0.0%	9	0.2%
Alcohol DUI/DWI	15	0.3%	47	1.1%
Drugs DUI	7	0.1%	21	0.5%
Total	5481	100.0%	4132	100.0%

Time & Day

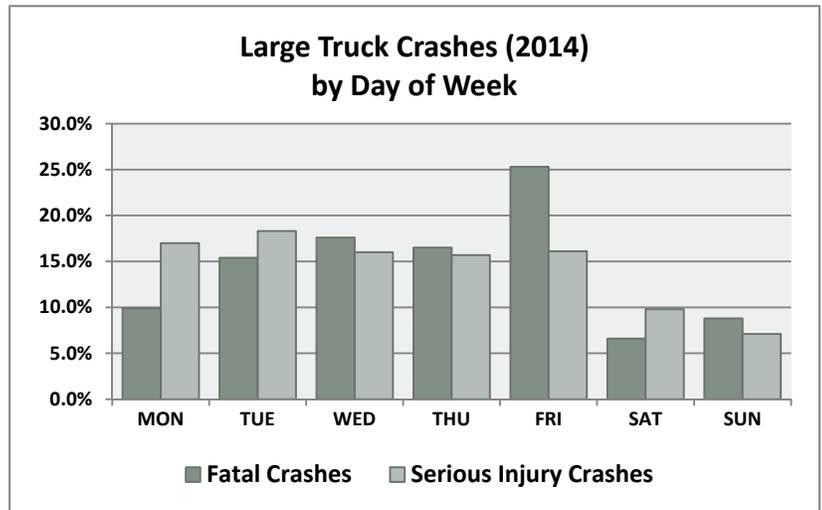
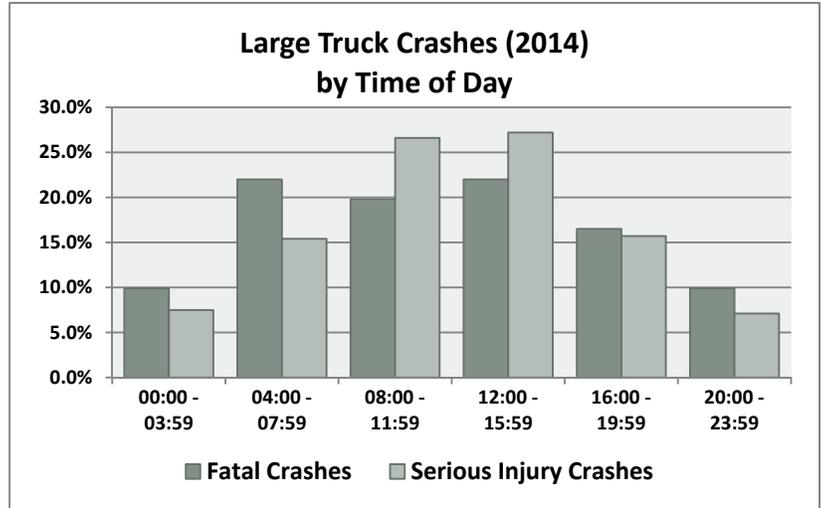
In 2014, fatal and serious injury crashes involving a large truck occurred most often between 8:00 a.m. (08:00) and 3:59 p.m. (15:59).

More large truck crashes occurred on weekdays than on weekends, with the highest number of fatal crashes occurring on Friday and the highest number of serious injury crashes occurring on Tuesday.

Highway Class

In 2014, 27.5% of large truck fatal crashes occurred on rural state highways, 20.9% on rural US highways and 14.3% on urban U.S. highways.

Some 22.6% of large truck serious injury crashes occurred on interstate highways, 15.8% on city streets and 15.0% on rural US highways.



Large Truck Crashes (2014) Highway Class & Crash Injury Severity				
Highway Class	Crash Injury Severity			
	Fatal		Serious Injury	
	Number	% of Total	Number	% of Total
Rural US Highway	19	20.9%	114	15.0%
Interstate Highway	11	12.1%	171	22.6%
Interstate Turnpike	5	5.5%	30	4.0%
Rural State Highway	25	27.5%	104	13.7%
County Road	4	4.4%	70	9.2%
City Street	8	8.8%	120	15.8%
Urban US Highway	13	14.3%	67	8.8%
Urban State Highway	3	3.3%	60	7.9%
Non-Interstate Turnpike	3	3.3%	22	2.9%
Total	91	100.0%	758	100.0%