

LARGE TRUCK

fact sheet



In Oklahoma in 2006, one in five fatalities occurred in crashes involving a large truck. More than 80% of these fatalities occurred in multiple vehicle crashes where the victim was an occupant in another vehicle. In 2006, there were 119 fatal crashes involving large trucks, and 142 people were killed in these crashes.

Oklahoma Large Truck Fatal Crashes and Fatalities

	2002	2003	2004	2005	2006	TOTAL
Large Truck Fatal Crashes	107	93	93	106	119	518
Total Fatal Crashes	639	595	667	708	668	3,277
Large Trucks as Percentage of Total Fatal Crashes	19.1%	15.6%	14.8%	15.6%	18.6%	16.7%
Fatalities Occurring in Large Truck Crashes	141	105	115	125	142	628
Total Fatalities	739	671	777	800	765	3,752
Percentage of Fatalities Occurring in Large Truck Crashes	19.1%	15.6%	14.8%	15.6%	18.6%	16.7%

The table above illustrates that both the number of fatal crashes and the number of fatalities involving large trucks decreased from 2002 to 2003, but increased each year from 2003 to 2006. In 2002, fatalities involving large trucks were just over 19% of the total fatalities and fatalities in 2006 are again approaching that number with 18.6% of the fatalities occurring in large truck crashes. In 2006, 3,225 people were killed or injured in traffic crashes involving

large trucks. In addition to 142 fatalities, 331 of the 3,225 injured persons were reported as incapacitating injuries, 1,144 were non-incapacitating injuries, and 1,608 were reported as possible injuries. Nearly 68% of fatal injuries and 72% of incapacitating injuries occurred in multiple vehicle crashes where the victims were occupants of another vehicle.

Geography of Large Truck Injuries and Fatalities

Oklahoma data suggest that a large majority of Oklahoma fatal crashes involving large trucks occur in rural areas. The distribution of fatalities by location type fluctuated each year during this time period, with 81.5% of the 2006 fatal crashes involving large trucks occurring in rural areas. The year 2006 had the highest incidence of large truck crashes.



Oklahoma Large Truck Fatal Crashes by Location Type

Locality	2002		2003		2004		2005		2006		TOTAL	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Rural	81	75.7	67	72.0	63	67.7	81	76.4	97	81.5	389	75.1
Urban	26	24.3	26	28.0	30	32.3	25	23.6	22	18.5	129	24.9
TOTAL	107		93		93		106		119		518	

Individuals Injured or Killed in Oklahoma Traffic Crashes Involving Large Trucks By Injury Severity and Person Type (2006)

	Count	%
Fatalities		
Occupant of Large Truck	37	26.1
Occupant of Other Vehicle	96	67.6
Non-motorist	9	6.3
TOTAL	142	
Incapacitating Injuries		
Occupant of Large Truck	78	23.6
Other Occupant	242	73.1
Non-motorist	11	3.3
TOTAL	331	
Non-incapacitating Injuries		
Occupant of Large Truck	410	35.8
Occupant of Other Vehicle	726	63.5
Non-motorist	8	0.7
TOTAL	1,144	
Possible Injuries		
Occupant of Large Truck	547	34.0
Occupant of Other Vehicle	1,053	65.5
Non-motorist	8	0.5
TOTAL	1,608	

Fatality/Injury Rates in Large Truck Crashes (2006)

County	Population (2006)	Vehicle Miles Traveled (2006)	Fatalities & Injuries	Rate (Per 10,000) Population	Rate (Per 100 Million) VMT
Adair	22,317	154,843,950	44	19.7	28.4
Alfalfa	5,673	36,485,400	27	47.6	74.0
Atoka	14,340	345,330,150	190	132.5	55.0
Beaver	5,336	155,176,100	51	95.6	32.9
Beckham	19,271	411,296,600	206	106.9	50.0
Blaine	12,734	141,185,650	56	44.0	39.7
Bryan	38,395	532,429,150	190	49.5	35.7
Caddo	30,063	436,244,350	107	35.6	24.6
Canadian	101,335	1,418,360,800	404	39.9	28.4
Carter	47,503	674,293,700	198	41.7	29.3
Cherokee	44,910	418,249,850	92	20.5	22.0
Choctaw	15,334	220,949,100	67	43.7	30.3
Cimarron	2,807	90,830,250	58	206.6	63.9
Cleveland	228,594	2,207,549,200	548	24.0	24.9
Coal	5,634	71,412,250	15	26.6	21.0
Comanche	109,181	1,196,466,350	255	23.4	21.4
Cotton	6,491	149,679,200	32	49.3	21.4
Craig	15,046	333,292,450	141	93.7	42.4
Creek	169,146	970,761,300	290	41.9	29.9
Custer	25,566	437,985,400	198	77.4	45.2
Delaware	40,061	399,156,700	139	34.7	34.9
Dewey	4,475	105,342,650	47	105.0	44.6
Ellis	3,912	78,683,050	17	43.5	21.7
Garfield	57,068	585,069,450	154	27.0	26.3
Garvin	27,375	519,533,700	156	57.0	30.0
Grady	50,490	623,409,050	203	40.2	32.6
Grant	4,653	85,358,900	40	86.0	46.9
Greer	5,864	58,086,100	12	20.5	20.7
Harmon	3,042	30,258,500	16	52.6	52.8
Harper	3,348	81,683,350	29	86.6	35.5
Haskell	12,155	130,064,100	46	37.8	35.4
Hughes	13,893	138,386,100	46	33.1	33.2
Jackson	26,042	267,285,850	57	21.9	21.3
Jefferson	6,385	77,682,950	19	29.8	24.5
Johnston	10,436	124,508,800	38	36.4	30.5
Kay	45,889	632,782,250	190	41.4	30.0
Kingfisher	14,316	181,229,800	37	25.8	20.4
Kiowa	9,778	137,743,700	31	31.7	22.5
Latimer	10,562	121,263,950	52	49.2	42.9
LeFlore	50,079	601,129,450	201	40.1	33.4
Lincoln	32,645	552,179,300	170	52.1	30.8

County	Population (2006)	Vehicle Miles Traveled (2006)	Fatalities & Injuries	Rate (Per 10,000) Population	Rate (Per 100 Million) VMT
Logan	36,971	424,239,500	131	35.4	30.9
Love	9,162	339,241,950	75	81.9	22.1
McClain	31,038	685,703,600	248	79.9	36.2
McCurtain	34,018	449,187,250	165	48.5	36.7
McIntosh	19,899	451,399,150	138	69.4	30.6
Major	7,329	159,256,800	63	86.0	39.6
Marshall	14,558	151,504,200	70	48.1	46.2
Mayes	39,774	653,788,000	216	54.3	33.0
Murray	12,945	211,397,050	75	57.9	35.5
Muskogee	71,018	932,899,850	282	39.7	30.2
Noble	11,152	373,530,050	117	104.9	31.2
Nowata	10,785	111,916,300	45	41.7	40.2
Okfuskee	11,370	208,940,600	34	29.9	16.3
Oklahoma	691,266	9,096,307,350	3091	44.7	34.0
Okmulgee	39,670	502,729,100	153	38.6	30.4
Osage	45,549	381,023,500	91	20.0	23.9
Ottawa	33,026	575,156,050	242	73.3	42.1
Pawnee	16,844	241,140,900	65	38.6	27.0
Payne	73,818	703,282,000	202	27.4	28.7
Pittsburg	45,002	700,913,150	274	60.9	39.1
Pontotoc	35,350	443,507,850	105	29.7	23.7
Pottawatomie	68,638	811,066,500	251	36.6	30.0
Pushmataha	11,641	165,874,250	48	41.2	28.9
Roger Mills	3,293	68,667,450	42	127.5	61.2
Rogers	82,435	1,052,232,950	348	42.2	33.1
Seminole	24,650	398,653,000	125	50.7	31.4
Sequoyah	41,356	583,762,750	158	38.2	27.1
Stephens	43,243	412,223,700	112	25.9	27.2
Texas	20,238	303,201,850	117	57.8	38.6
Tillman	8,482	95,754,100	25	29.5	26.1
Tulsa	577,795	8,125,706,650	2424	42.0	29.8
Wagoner	66,313	704,063,100	243	36.6	34.5
Washington	49,241	443,069,850	135	27.4	30.5
Washita	11,583	242,235,900	107	92.4	44.2
Woods	8,385	101,185,300	46	54.9	45.5
Woodward	19,231	271,508,900	102	53.0	37.6
TOTAL	3,579,212	47,509,929,350	15,034	42.0	31.6

Shaded counties are rural counties.
Source: USDA, Economic Research Service, online dataset last updated March 30, 2005
Prepared: August 13, 2007

Persons Killed/Injured in Large Truck Crashes (2006) By Restraint Use*

Person Injury Severity	Safety Equipment				Non-restraint Risk Factor**
	Not in Use	% of Total	In Use	% of Total	
Fatal	50	11.7	66	2.5	4.7
Incapacitating	70	16.3	232	8.7	1.9
Non-incapacitating	157	36.6	952	35.9	1.0
Possible	152	35.4	1,404	52.9	.7
TOTAL	429		2,654		

*Includes only persons where restraint and injury severity are identified. **Defined as the ratio of percent of all injuries (restrained) to percent of all injuries (non-restrained).

The table above depicts the number and percentage of persons killed or injured in Oklahoma traffic crashes involving large trucks by injury status and restraint use. In 2006, among those who were wearing restraints, 2.5% of occupants injured in large truck crashes were killed, and 8.7% incurred an incapacitating injury. Among injured individuals in large truck crashes who

were not wearing restraints, 11.7% were fatally injured, and 8.7% incurred an incapacitating injury. Given restraint use, persons were nearly 4.7 times more likely to be killed in a traffic crash involving a large truck and 1.9 times more likely to suffer incapacitating injuries if they were not wearing a proper safety restraint.

Fatalities and Injuries in Alcohol-related Large Truck Crashes

Person Injured Severity	2002			2003			2004			2005			2006		
	Alcohol Related	Total	Alcohol Related Percent	Alcohol Related	Total	Alcohol Related Percent	Alcohol Related	Total	Alcohol Related Percent	Alcohol Related	Total	Alcohol Related Percent	Alcohol Related	Total	Alcohol Related Percent
Fatality	11	14	7.8%	7	105	6.7%	8	115	7.0%	7	125	5.6%	6	142	4.2%
Incapacitating	28	318	8.8%	29	317	9.1%	24	308	7.8%	29	278	10.4%	18	331	5.4%
Non-Incapacitating	33	1,148	2.9%	39	1,111	3.5%	45	997	4.5%	42	958	4.4%	56	1,144	4.9%
Possible	42	1,526	2.8%	58	1,645	3.5%	7	1,404	0.5%	28	1,313	2.1%	59	1,608	3.7%
Total	114	3,133	3.6%	133	3,178	4.2%	84	2,824	3.0%	106	2,674	4.0%	139	3,225	4.3%

■ = Alcohol Related
■ = Total
■ = Alcohol Related Percent

In Oklahoma, the percentage of injuries occurring in alcohol-related crashes involving large trucks decreased each year with the exception of 2004. The table above lists injuries and fatalities occurring in large truck crashes involving alcohol. While only 4.3% of total fatalities

and injuries in large truck crashes were alcohol-related, 14.5% of fatalities and injuries among persons in a crash involving a large truck were alcohol-related.

Drivers Involved in Large Truck Crashes with Alcohol-related Driver Condition*

Vehicle Type	2002			2003			2004			2005			2006		
	Drinking Driver	Total Drivers	Drinking Drivers as % of Total	Drinking Driver	Total Drivers	Drinking Drivers as % of Total	Drinking Driver	Total Drivers	Drinking Drivers as % of Total	Drinking Driver	Total Drivers	Drinking Drivers as % of Total	Drinking Driver	Total Drivers	Drinking Drivers as % of Total
Large Truck	49	6,680	0.7%	51	6,538	0.8%	59	5,900	1.0%	33	6,147	0.5%	59	7,331	0.8%
Other Vehicles	102	5,472	1.9%	113	5,435	2.1%	99	4,436	2.2%	97	4,847	2.0%	90	5,758	1.6%
Total	151	12,152	1.2%	164	11,973	1.4%	158	10,336	1.5%	130	10,994	1.2%	149	13,089	1.1%
Large Trucks as % of Total	32.5% 55.0%			31.1% 54.6%			37.3% 57.1%			25.4% 55.9%			39.6% 56.0%		

■ = Drinking Driver
■ = Total Drivers
■ = Drinking Drivers as % of Total

*A driver is listed as "Drinking" when the driver condition on the collision report is "Drinking-Ability Impaired" or "Odor of Alcoholic Beverage".

The table above summarizes the involvement and alcohol use of drivers involved in Oklahoma large truck crashes between 2002 and 2006. In 2006, just less than 1% of drivers of large trucks involved in traffic crashes were reported as drinking while driving. This number fluctuated each year from a low of .5% in 2005 to a high of 1% in 2004. The statistics in this

table suggest that drivers of other vehicles are more likely to consume alcohol while driving than drivers of large trucks. Approximately 2% of drivers of other vehicles in crashes involving large trucks had been drinking while driving.

Primary Contributing Factors

The primary contributing factor of a collision is listed on the Official Oklahoma Traffic Collision Report; however, the at-fault driver is not indicated. The table below indicates the top five primary contributing factors for large truck fatal and injury crashes that occurred in 2006. Unsafe Speed was the primary contributing factor in 16% of the fatal crashes and 18.3% of the injury crashes involving large trucks.

Contributing Factors of 2006 Large Truck Crashes by Crash Injury Severity

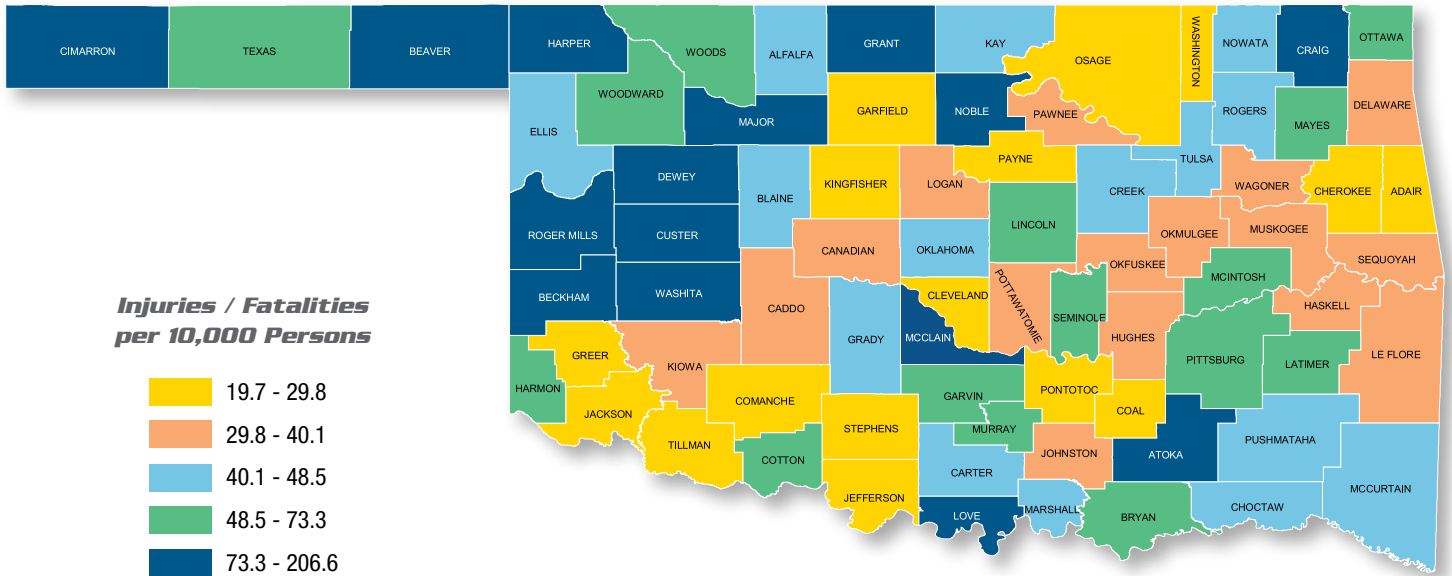
Rank	Contributing Cause	Fatal Crashes	% of Total	Rank	Contributing Cause	Injury Crashes	% of Total
1	Unsafe Speed	19	16.0%	1	Unsafe Speed	381	18.3%
2	Other Improper Act/Movement	16	13.4%	2	Inattention	289	13.9%
3	Failed To Yield	15	12.6%	3	Failed To Yield	258	12.4%
4	Inattention	14	11.8%	4	Followed Too Closely	227	10.9%
4	Left of Center	14	11.8%	5	Other Improper/Act Movement	204	9.8%
5	Improper Turn	10	8.4%				
TOTAL		119				2082	

Additional Facts

- ▶ Unsafe speed was the primary contributing factor in rural crashes.
- ▶ Other Improper Act/Movement was the primary contributing factor in urban crashes.
- ▶ Large truck crashes occurred primarily during 7 a.m. to 7 p.m.
- ▶ Large truck crashes occurred almost twice as often on weekdays as on weekends.
- ▶ Large truck crashes occurred in daylight 78% of the time.



Injury Fatality Rates by County (2006)



The above map illustrates the large truck injury/fatality rates by county in Oklahoma. In 2006, the average number of fatalities/injuries per 10,000 county residents was 31.6. Thirty-seven counties had a traffic injury/fatality rate greater than the mean. Twenty-nine of the 37 counties above the mean are largely rural counties.*

**Injury/fatalities includes: fatalities, incapacitating injuries, non-incapacitating injuries and possible injuries.*