

Large Truck Crashes (2015)

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Large Truck Fatal Crashes & Fatalities Five-Year Trend					
	2011	2012	2013	2014	2015
Large Truck Fatal Crashes	76	94	90	91	90
Total Fatal Crashes	609	642	621	589	590
Large Truck as Percentage of Total Fatal Crashes	12.5%	14.6%	14.5%	15.4%	15.3%
Fatalities Occurring in Large Truck Crashes	91	109	98	116	100
Total Fatalities	696	708	678	669	645
Percentage of Fatalities Occurring in Large Truck Crashes	13.1%	15.4%	14.5%	17.3%	15.5%

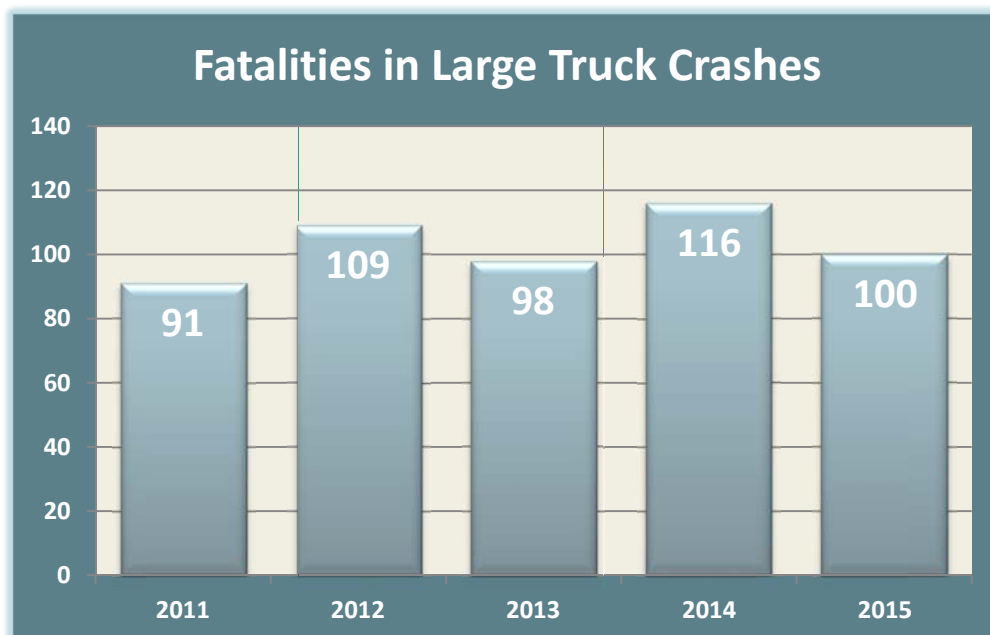
Definition

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.

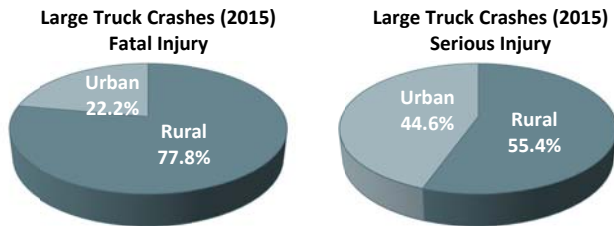
Crashes, Fatalities & Injuries

In 2015, 5,463 crashes involving large trucks were reported in Oklahoma, a 6.0% increase from the 5,155 crashes reported in 2014. Ninety of these crashes were fatal and 711 were serious injury crashes. These crashes resulted in 100 fatalities and 952 persons seriously injured. Fatalities in large truck crashes decreased 1.1% from 91 in 2014 to 90 in 2015. Fatalities in large truck crashes accounted for 15.5% of the total 645 fatalities in 2015 crashes.



Rural vs. Urban

Oklahoma's 2015 crash data show that 77.8% of fatal crashes and 55.4% of serious injury crashes involving large trucks occurred in rural areas.



Safety Equipment Use Among Fatalities

- 8 (66.7%) of the 12 occupants killed in large trucks with known restraint use were unrestrained.
- 30 (44.1%) of the 68 occupants killed in passenger vehicles/pickup trucks with known restraint use were unrestrained.

Persons Killed or Seriously Injured in Large Truck Crashes (2015) By Person Injury Severity, Person Type & Vehicle Type			
	Person Type	Number	% of Total
Fatal	Occupant of Passenger Vehicle	50	50.0%
	Occupant of Pickup Truck	27	27.0%
	Occupant of Large Truck	16	16.0%
	Occupant of Motorcycle	3	3.0%
	Occupant ATV/Motor Scooter/Moped		
	Occupant of Other Type Vehicle		
	Non-Motorist	4	4.0%
	Total		100
Serious Injury	Occupant of Passenger Vehicle	462	48.5%
	Occupant of Pickup Truck	163	17.1%
	Occupant of Large Truck	281	29.5%
	Occupant of Motorcycle	16	1.7%
	Occupant ATV/Motor Scooter/Moped		
	Occupant of Other Type Vehicle	15	1.6%
	Non-Motorist	15	1.6%
	Total		1052

Serious injury includes incapacitating and non-incapacitating.

Safety Equipment Use by Fatalities (2015) Safety Equipment, Vehicle Type & Person Type						
	Vehicle Type	Safety Equipment Use				Total
		Unknown	Not In Use	In Use	Helmet	
Driver / Operator	Passenger Vehicle	6	13	20		39
	Pickup Truck	1	9	10		20
	Large Truck	4	6	4		14
	ATV/Motor Scooter/Moped					
	Motorcycle	1	2			3
	Other					
	Total		12	30	34	
Passenger	Passenger Vehicle	2	4	5		11
	Pickup Truck		4	3		7
	Large Truck		2			2
	ATV/Motor Scooter/Moped					
	Motorcycle					
	Other					
	Total		2	10	8	
Total	Passenger Vehicle	8	17	25		50
	Pickup Truck	1	13	13		27
	Large Truck	4	8	4		16
	ATV/Motor Scooter/Moped					
	Motorcycle	1	2			3
	Other					
	Total		14	40	42	

Fatalities exclude four pedestrians.

Driver Age

Of the 5,759 drivers of large trucks in crashes, 24.1% were age 46-55, 21.7% were age 36-45 and 19.3% were age 26-35. Of the 96 drivers of large trucks in fatal crashes, 31.3% were age 46-55, 24.0% were age 36-45 and 19.8% were age 56-65. Of the 740 drivers of large trucks in serious injury crashes, 23.0% were age 46-55, 22.0% were age 36-45, 18.4% were age 26-35 and another 18.4% were age 56-55.

Of the 5,759 drivers of large trucks involved in crashes, 1.7% were involved in fatal crashes and 12.8% were involved in serious injury crashes.

Drivers of Large Trucks in Crashes (2015) 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%	31	4.2%	269	9.9%	301	5.2%
Under 16	0	0.0%	0	0.0%	0	0.0%	0	0.0%
16 - 25	6	6.3%	72	9.7%	409	17.0%	487	8.5%
26 - 35	13	13.5%	136	18.4%	962	39.4%	1111	19.3%
36 - 45	23	24.0%	163	22.0%	1066	43.1%	1252	21.7%
46 - 55	30	31.3%	170	23.0%	1189	49.5%	1389	24.1%
56 - 65	19	19.8%	136	18.4%	798	31.0%	953	16.5%
66 - 75	4	4.2%	28	3.8%	202	8.7%	234	4.1%
76+	0	0.0%	4	0.5%	28	1.3%	32	0.6%
Total	96	100.0%	740	100.0%	4923	200.0%	5759	100.0%

Serious injury includes drivers involved in incapacitating and non-incapacitating injury crashes.

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

Driver Contributing Factors

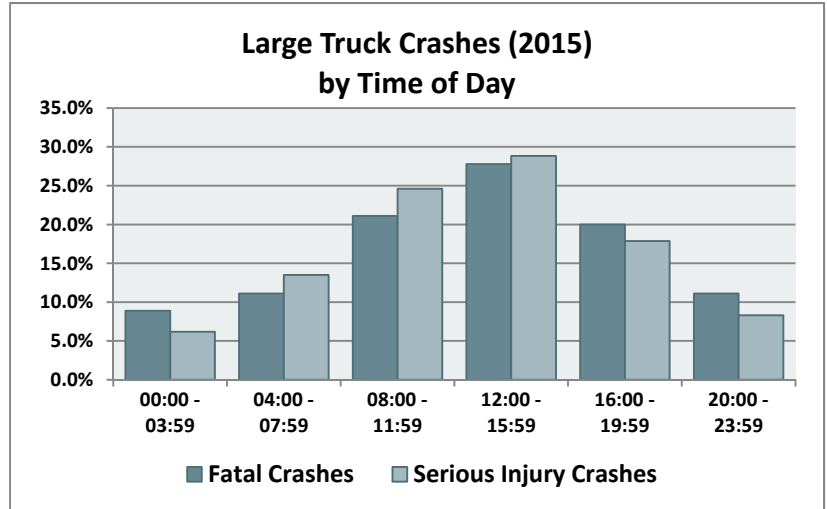
In 2015, the three primary contributing factors by drivers of large trucks involved in crashes were: Other Improper Act/Movement (12.9%), Unsafe Speed (8.3%) and Inattention (7.5%). Other improper act/movement includes such things as: failed to signal, disregarded warning signal, improper use of lane, improper backing, apparently sleepy and failure to secure load.

Drivers in Large Truck Crashes (2015) Driver Contributing Factors		
Contributing Factor	Drivers of Large Truck	
	Number	% of Total
Changed Lanes Unsafely	390	6.8%
Failed To Stop	74	1.3%
Failed To Yield	283	4.9%
Followed Too Closely	346	6.0%
Improper Overtaking	50	0.9%
Improper Parking	17	0.3%
Improper Start	30	0.5%
Improper Turn	361	6.3%
Inattention	434	7.5%
Left of Center	68	1.2%
Unknown/No Improper Action	91	1.6%
No Improper Action by Driver	2197	38.2%
Other Improper Act/Movement	742	12.9%
Stopped in Traffic Lane	10	0.2%
Unsafe Speed	478	8.3%
Unsafe Vehicle	163	2.8%
Wrong Way	3	0.1%
Alcohol DUI/DWI	9	0.2%
Drugs DUI	11	0.2%
Not Stated	2	0.0%
Total	5759	100.0%

Time & Day

In 2015, 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).

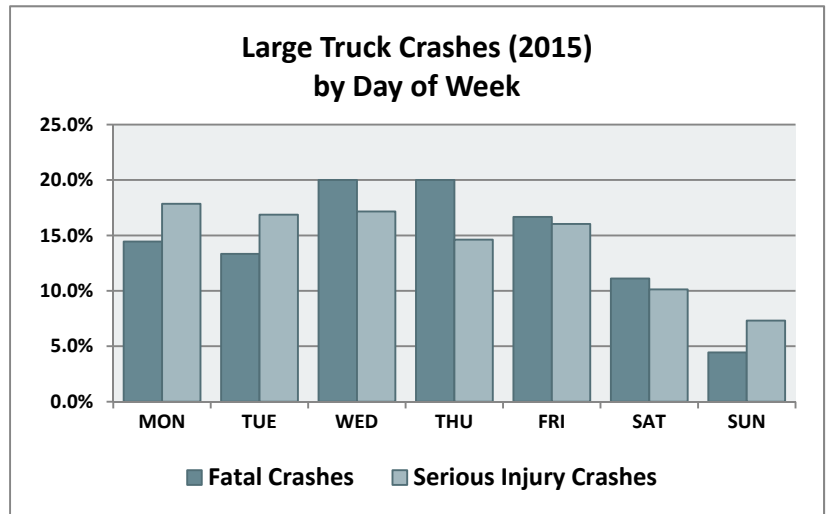
More large truck crashes occurred on weekdays than on weekends, with the highest number of fatal crashes occurring on Wednesday and Thursday, and the highest number of serious injury crashes occurring on Monday.



Highway Class

In 2015, 24.4% of large truck fatal crashes occurred on rural US highways, 21.1% on Interstate highways and 12.2% on rural state highways.

Of the large truck serious injury crashes, 23.8% occurred on interstate highways, 15.3% on city streets and 12.9% on rural US highways.



Large Truck Crashes (2015) Highway Class & Crash Injury Severity				
Highway Class	Crash Injury Severity			
	Fatal		Serious Injury	
	Number	% of Total	Number	% of Total
Rural US Highway	22	24.4%	92	12.9%
Interstate Highway	19	21.1%	169	23.8%
Interstate Turnpike	3	3.3%	35	4.9%
Rural State Highway	11	12.2%	86	12.1%
County Road	9	10.0%	70	9.8%
City Street	4	4.4%	109	15.3%
Urban US Highway	5	5.6%	72	10.1%
Urban State Highway	4	4.4%	47	6.6%
Non-Interstate Turnpike	2	2.2%	16	2.3%
Unknown	11	12.2%	15	2.1%
Total	90	100.0%	711	100.0%